



# INFRASTRUCTURE DELIVERY PLAN

**JULY 2021**

## Consultation on Draft IDP

- i. The Council is developing its Infrastructure Delivery Plan as part of the development of an updated Local Plan for the period to 2038.
- ii. As part of this process the Council is consulting on the Draft IDP in order to gain a better understanding of both the city's existing infrastructure deficits as well as anticipated needs through to 2038.
- iii. The Council carried out a previous consultation in 2019, at that point stakeholders were advised to anticipate growth of roughly 721 additional dwellings per annum to 2036, or 14,437 in total (see Appendix 1). Revisions under the Government's Standard Methodology for calculating housing need and extension to the plan period means this number is now 872 per annum or 15,696 from 2020-2038 (17,701 with appropriate delivery buffers). Given that this signifies an increase in housing demand, there is a need to address this with stakeholders should the difference result in further demand on infrastructure services. Currently it is predicted that Portsmouth will need to provide 854 dwellings a year, or 17,080 homes over the plan period
- iv. A consultation was carried out in the Winter of 2020, and ran for a total of 6 weeks. Through the consultation stakeholders are encouraged to provide feedback regarding the anticipated level of population growth and the demands such a change would put on extant infrastructure facilities as well as the need for future investments.
- v. In total, there were 17 responses received. There were 4 responses from individuals and 13 on behalf of organizations. The responses to this consultation have been used to inform this final version of the IDP. Where relevant, updated information and revised project details were amended to reflect up-to-date conditions and plans.
- vi. Further information regarding the contents of the Local Plan and its timescale of the may be found on the Council's website<sup>1</sup>.

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<sup>1</sup> Local Plan website: <https://www.portsmouth.gov.uk/ext/development-and-planning/planning-policy/the-local-plan>

## Table of Contents

Consultation on Draft IDP .....	1
1. Introduction .....	4
2. Portsmouth Profile .....	6
3. Planning Policy Context and Evidence Base.....	7
New Portsmouth Local Plan 2038 .....	7
3.1 Sources of Infrastructure Funding.....	16
3.2. Infrastructure Providers.....	17
4. Methodology .....	21
4.1. Scoping.....	21
4.2 Consultation .....	21
4.3 Assessment.....	24
5. Stakeholder Feedback.....	25
6. Monitoring and Review .....	30
7. Conclusion.....	31
Appendix 1: Detailed Infrastructure Deficits and Planned Infrastructure Investments.....	33
Appendix 2: Infrastructure Providers Consulted .....	63
Appendix 3 - Consultation Letter to Infrastructure Providers & Stakeholders.....	65

# 1. Introduction

- 1.0.1. The Infrastructure Delivery Plan (IDP) provides an assessment of the infrastructure facilities and services required to successfully plan for growth needs as set out in the new Portsmouth Local Plan to 2038. The IDP reviews Portsmouth's infrastructure requirements for the plan period and assesses the structures that exist for providing infrastructure now and into the future.
- 1.0.2. The IDP is an evidence document that will be updated as needed to reflect changes in circumstances relating to infrastructure needs. It provides an essential component of the evidence base for the new Portsmouth Local Plan to 2038, and forms part of the requirement for delivery strategies to complement Local Plans, as set out by the National Planning Policy Framework (NPPF) and National Planning Practice Guidance. The IDP helps form the basis for the Community Infrastructure Levy schedule.
- 1.0.3. The government's revised Standard Methodology housing target is 15,696 homes for Portsmouth between 2020 and 2038, or 872 per annum, this rises to 17,701 with buffers applied to allow for development choice and deliverability. The Employment needs study (prepared for the Council in May 2020) identified that the city has a need for 90,600sqm of office floorspace and 87,100 sqm of mixed office/ industrial floorspace, giving a total need of 177,700sqm of additional employment floorspace for the period 2016-36.
- 1.0.4. The assessment of need for additional office space draws on one of the core aims of the *Portsmouth Regeneration and Economic Development Strategy*: to provide an additional 7,000 jobs in the city by 2026. Table 9 (in Appendix E) shows how proportional growth and reduced losses have been applied to the sectors where the council has existing identified objectives for local interventions. In terms of industrial land, the recommended approach ensures a positive growth strategy for Portsmouth's specialist sectors, based on past gross completions (2007 – 2019). A gross total (as opposed to a net total that accounts for gains and losses) allows scope for redevelopment and regeneration of existing industrial areas to contribute to the employment floorspace need target (given the constraints on land in the city), and encourages the renewal of the city's older facilities. Together this resulted in a projected need for **90,600 sq m net of office floorspace** (Class E(g)(i-iii) and **87,100 sq m gross industrial floorspace** (a mix of Class B2 General Industrial and B8 Storage or Distribution); a total of **177,700sq m** for the 2016 – 2036 period inclusive of five-year buffer to provide flexibility and choice in the market.
- 1.0.5. The latest HELAA (August 2021) document identifies Portsmouth as currently having a total capacity of 17,957 dwellings to 2038, this is equivalent to 997 dwellings per annum. The housing supply will be adjusted to take account of new planning permissions, any under delivery against the government's housing need targets prior to adoption and any secured delivery through the Duty to Co-operate. The draft strategic site proposals and their estimated implementation rates may also be further refined as the plan progresses. The City Council is working to accommodate the unmet housing need for plan period through a revised HELAA and with the neighbouring local authorities through unilateral agreements and through PfSH.
- 1.0.6. Where appropriate, Portsmouth will work with other authorities such as Hampshire County Council to deliver strategic infrastructure requirements such as [South East Hampshire Rapid Transit](#)<sup>2</sup>. Portsmouth is currently working with the other PfSH authorities to deliver a Strategic Development Opportunity Area Study (SDOA). PfSH is also commissioning an updated Strategic Flood Risk Assessment (SFRA) and

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<sup>2</sup> [Homepage - South East Hampshire Rapid Transit \(sehrt.org.uk\)](https://www.sehrt.org.uk)

Transport Assessment. Jointly commissioned infrastructure evidence documents such as the [PUSH Integrated Water Management Study](#)<sup>3</sup>, [Hampshire Strategic Infrastructure Statement](#)<sup>4</sup> and the [South Hampshire Green Infrastructure Strategy \(2017-2034\)](#)<sup>5</sup> will inform future strategic planning needs.

- 1.0.7. The Planning Act 2008 considers the following as types of infrastructure: roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities; and open spaces.
- 1.0.8. The Community Infrastructure Levy (CIL) Regulations further clarify the need to account for the provision, enhancement, replacement, operation or maintenance of infrastructure. The Community Infrastructure Levy is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area. CIL Regulations also state that consideration is to be given to anything that concerns responding to the demands that development creates on an area. The City Council adopted its CIL Charging Schedule in 2012 and is currently considering the options for its revision.
- 1.0.9. The NPPF lists the following as the types of infrastructure which are to be considered by local authorities alongside their strategic partners and providers:
- Community (health, education, cultural)
  - Energy (including heat)
  - Minerals
  - Flood risk and coastal change management
  - Digital
  - Green (including climate change mitigation and adaptation)
  - Conservation (of natural, built and historic environment)
  - Security
  - Social Care
  - Telecommunications
  - Transport
  - Utilities
  - Waste management
  - Wastewater
  - Water supply, and
  - Strategic infrastructure including nationally significant infrastructure.
- 1.0.10. This report assesses infrastructure needs by type (i.e. transport, health, education, etc.) and includes information relating to responsibilities, delivery partners, and, where necessary, more detailed information.
- 1.0.11. Table 3 (Section 5: Infrastructure Delivery Plan) provides a summary of the responses received from providers. Additional detail is provided in Appendix 1 on planned projects that are proposed for existing development and specifies the detailed infrastructure deficits on a locational basis as identified through engagement with infrastructure providers.

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<sup>3</sup> [Integrated Water Management Study](#)

<sup>4</sup> [Hampshire Strategic Infrastructure Statement](#)

<sup>5</sup> [South Hampshire Green Infrastructure Strategy 2017-2034](#)

## 2. Portsmouth Profile

- 2.0.1. Portsmouth is a major city on the south coast. It's past and present has been largely shaped by its location and connection to the sea. The Royal Navy has called the city home since the 17<sup>th</sup> century and its strong maritime heritage is retained through its waterfront. Though the majority of the city is located on Portsea Island, the City also extends along parts of the mainland to Portsdown Hill, extending from the west at Port Solent to Farlington at the east.
- 2.0.2. Portsmouth is the only island city in the UK and is predominantly flat and low lying. The city is largely characterised by rows of terraces laid out in a grid pattern, originally constructed to serve the dockyard workers and their families.
- 2.0.3. The economy of the city is intrinsically linked to its seafaring culture, with the naval dockyard and ferry port contributing significantly to jobs in the city. In recent years, over 2 million passengers pass through the international ferry port providing economic growth for the city and creating further employment<sup>6</sup>. Tourism in Portsmouth accounts for over 9 million visitors per year, resulting in spending of £700 million and supporting 12,800 jobs. This figure accounts for 12.1% of all employment in the city<sup>7</sup>.
- 2.0.4. Portsmouth International Port opened in 1976 and is the UK's most successful municipal port, with the commercial quay welcoming more than 230 ships per year, with imports and exports exceeding 870,000 tonnes as of 2018.
- 2.0.5. Portsmouth is home to approximately 213,000 residents living on a land area of 40 square kilometres. Portsmouth is highly built up, and with an average density of 5,300 residents per square km, is surpassed only by some London boroughs in its overall population density in the UK. Portsmouth is constrained by its boundaries to the sea on three sides, and by Portsdown Hill and neighbouring authorities to the north. This context provides little opportunity for urban extension, with very few large sites available for development.
- 2.0.6. Accommodating future development and infrastructure will be a challenge for the city, especially in regards to the provision of new homes needed within the city. Locating sufficient development sites within the city will be a difficult task as the city is already densely developed and faces increasing flood risk with potentially worsening climate change events. Significant development in an already densely populated city may result in further pressure on existing infrastructure.

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<sup>6</sup> [Portsmouth tops two million passengers for first time in five years](#)

<sup>7</sup> [Portsmouth remains magnet as overseas tourism booms city](#)

## 3. Planning Policy Context and Evidence Base

### National Planning Policy and Guidance

- 3.0.1. The NPPF refers to infrastructure provision as an integral means of delivering the development needs established in local plans. It requires Local Authorities to plan with anticipation for development and infrastructure required in the area.
- 3.0.2. Local Authorities are mandated to plan for, and where feasible, assist with the delivery of infrastructure required to support development. Authorities are to identify the infrastructure required, the sources of funding, the providers, and the infrastructure's overall relation to the anticipated phasing of development. Major infrastructure required is to be identified within the Local Plan and in specific policies.
- 3.0.3. The IDP is also required to identify infrastructure needs throughout the whole period covered by the local plan including later in the plan period. Such identified projects and needs have less information available due to the lack of certainty stemming from their long-term nature.
- 3.0.4. The NPPF states that new homes and especially larger scale developments are to be supported by the necessary infrastructure and facilities. Strategic policy-making should identify suitable locations for development and should consider sustainability, existing or planned investment in infrastructure, an area's economic potential and the scope for net environmental gains.
- 3.0.5. Given that the delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Consequently, anticipated rates of delivery and infrastructure requirements should, be kept under review and reflected as policies are updated.

### New Portsmouth Local Plan 2038

- 3.0.6. The new Portsmouth Local Plan will set out the vision and planning strategy for meeting the aspirations and future development needs of the city over a 15-year period. The Local Plan provides a guide for future development in the city (e.g. how many new homes will be built and where they will be located) and protects particular areas from inappropriate development (including open space or historic conservation areas). The Plan's policies will apply to planning applications for new development and changes of use, ranging from small changes to a house to a major building schemes. The Local Plan has to be consistent with planning legislation and policy guidance set out by the Government. Within this planning framework, the content of the Local Plan is then shaped by engagement with communities, local organisations, businesses, infrastructure providers and operators and statutory consultees. The Council also co-operates extensively with neighbouring authorities through the Partnership for South Hampshire (PfSH) on cross-boundary planning issues, and with other Local Authorities in Hampshire in planning for sustainable mineral resource use and waste management in the county.
- 3.0.7. The Local Plan provides a long term framework for investment by both the Council and other public and private sector investors. It complements other actions the Council takes in its role as provider of public services and as a major landowner, investor and community leader in Portsmouth.
- 3.0.8. The existing planning policy framework for Portsmouth is provided by The Portsmouth Plan Core Strategy adopted in January 2012, saved policies from the Portsmouth City Local Plan (2006), Area Action Plans for Somerstown and North

Southsea (2012) and Southsea Town Centre (2007) and a number of Supplementary Planning Documents that provide further planning guidance on specific issues.

- 3.0.9. The preparation of the new Local Plan involves assessing the future needs and opportunities, exploring and identifying options, and then setting out a preferred approach. This process involves gathering evidence, meaningful engagement and consultation with the public and key stakeholders and on-going assessment of potential social, economic and environmental impact of plan proposals (through Sustainability Appraisal, Habitat Regulations Assessment and Equalities Impact Assessment).
- 3.0.10. The Council published the first stage in the development of the new Local Plan, the Issues and Options document in August 2017, followed by an Evidence Base Update consultation in February 2019. A new draft Local Plan is currently being prepared for regulation 18 consultation in summer 2021; this will include the proposed strategic site allocations for delivering the city's identified growth needs.

### **Community Infrastructure Levy Regulation 123 List/ Infrastructure Funding Statement**

- 3.0.11. Portsmouth City Council adopted the Community Infrastructure Levy (CIL) Charging Schedule on 24 January 2012<sup>8</sup>; it applies to all development permitted after April 2012. In compliance with CIL regulations, a Regulation 123 List of projects intended to be funded at least in part by CIL was identified and is reproduced in the chart below Figure 2. The Regulation 123 List is valid from 1 April 2012.
- 3.0.12. By the end of 2020, the Regulation 123 List will be replaced by an Infrastructure Funding Statement (IFS). The IFS will identify infrastructure needs in Portsmouth, the total cost of this infrastructure, anticipated funding from developer contributions, and the choices Portsmouth City Council have made about how these contributions will be used. This information will be drawn from the current IDP.
- 3.0.13. Regulation 123 of the Community Infrastructure Levy Regulations 2010 restricts the use of planning obligations for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy, to ensure no duplication between the two types of developer contributions. A CIL charging authority is expected to publish a list of infrastructure that will benefit from CIL on its website.
- 3.0.14. The list below Figure 2 sets out those infrastructure projects that Portsmouth City Council intends will be, or may be, wholly or partly funded by CIL. In accordance with Regulation 123, developer contributions to the projects listed will not be sought through planning obligations.

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<sup>8</sup> Further information on the Council's CIL is available from: [Community Infrastructure Levy](#)

**Figure 2: Regulation 123 List**

Infrastructure projects to be funded at least in part by the CIL (as of 1 April 2012)	Current Status
Flood Risk Management Infrastructure to protect Flood Cell 1 of the Portsea Island	Ongoing. Major works to be undertaken in 2020
Flood Risk Management Infrastructure to protect Flood Cell 4 of the Portsea Island	Completed. Ongoing works may be required for maintenance.
	The Strategy is complete and is in the process of implementation. Completion is anticipated by 2024.
School Places (primary and secondary schools)	Strategies have been adopted to 2024
Improvements to Southsea Common and the Seafront	Works have been undertaken however further improvements will be specified in the Seafront Masterplan.
Improved City Centre road network	Some improvements have been made with ongoing maintenance required.
Horsea Island Country Park	The Country Park is anticipated to open by 2021.
Public Transport Bridge Link Tipner to Horsea Island*	Not yet under development.
M275 Junction at Tipner	Completed. Ongoing works may be required for maintenance.
Park & Ride at Tipner	Completed. Ongoing works may be required for maintenance.
The Hard Transport Interchange	Completed. Ongoing works may be required for maintenance.
Station Square Transport Interchange	Works are underway with some improvements made in 2019.
City Centre Public Realm Improvements	Ongoing. The City Centre Masterplan will identify specific amendments.

\* This project has not been brought forward since the publication of the Reg. 123 List. The remainder have either been completed or are in progress. Refer to the City's Annual Monitoring Reports for more information<sup>9</sup>

### **PfSH Spatial Position Statement**

3.0.15. In June 2016 the Partnership for Urban South Hampshire published its Spatial Position Statement<sup>10</sup>: a non-statutory document designed to inform long-term decisions relating to the scale and distribution of development to 2034, as well as enumerating the infrastructure investment needed to deliver such projects.

3.0.16. The Position Statement aims to promote modal shift. The Local Plan process is anticipated to encourage more sustainable transport through Bus Rapid Transit (BRT) investment along key corridors and routes, investing in walking and cycling routes (including green corridor development), as well as working with National Rail and rail franchisees to improve rail operation in the PfSH area. PfSH will work with Solent Transport and local authorities to deliver highway improvements and to

<sup>9</sup> PCC Annual Monitoring Report available from: [Annual Monitoring Reports](#)

<sup>10</sup> PUSH (2016) Spatial Position Statement available from: [PUSH Spatial Position Statement 2016](#)

support new, targeted development to improve key capacity areas on the road network.

- 3.0.17. The Position Statement contends that a range of wider infrastructure is delivered with new development. Such types include:
- Social Infrastructure: health, education and community facilities
  - Green Infrastructure: public open space, sport and recreational facilities
  - Utilities Infrastructure: water supply, waste water, energy provision
  - Telecommunications Infrastructure: broadband provision
- 3.0.18. Further considerations that were made by the Position Statement include the management of additional water supply and wastewater as well as flood risk measures, in particular strategic coastal defences.
- 3.0.19. Wastewater treatment is considered in not only terms of engineering capacity, but also in terms of licensing of discharges to controlled waters, where protected waters may be at risk, such as Natura 2000 sites, Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. Supplementary treatment capacity may be required to necessitate new technologies. The 5-year funding mechanism through wastewater providers' business plans provides a means of adapting to projected growth, allowing for sufficient impact assessment.
- 3.0.20. Electrical capacity is not anticipated to require a major restructuring before 2034, however, system reinforcements will be needed. Regional and localised upgrades may be required to the gas transmission network to satisfy the needs generated by various proposals in the Statement.
- 3.0.21. Superfast broadband is anticipated to be rolled out with Councils partnering with providers to develop a program which will incorporate the retrofitting of fibre cables largely in existing communication ducts and the development of interface panels with the copper network. Further communication providers will respond to specific developments as per request in competition between companies. Future housing delivery is not thought to be constrained by communications development.
- 3.0.22. It is understood that numerous delivery challenges remain in terms of providing the scale of development pursued by the 2016 Position Statement. The implementation of the Position Statement, further to shaping delivery rates and the need for possible land assembly, requires the delivery of new infrastructure for which funding allocation must be provided. The Position Statement describes potential funding sources as:
- Developer contributions (Section 106 and CIL)
  - Strategic infrastructure investments through the Solent LEP and the Local Growth Fund
  - Mainstream funding through arranging investment through public bodies
  - Other bidding opportunities
- 3.0.23. The 2016 Position Statement also referred to the required improvement of green infrastructure, including the water environment, as part of a multifunctional network of green spaces and further environmental features as crucial to the overall development of the area. Some of the benefits of green infrastructure include flood risk mitigation, improvements to health and wellbeing, adaption to climate change impacts, enhancement of biodiversity and the provision of recreational opportunities.

3.0.24. The PfSH Green Infrastructure Strategy 2017<sup>11</sup> was prepared alongside, and informed by, the Position Statement. Some of the proposed strategic scale green infrastructure includes:

- Network of Strategic Rights of Way
- Long distance footpaths
- National cycle routes
- Country Parks
- Major Suitable Alternative Natural Green Spaces (SANGs)
- Community Forests
- River and strategic wildlife corridors
- Internationally significant habitat areas
- National Nature Reserves (NNR)
- Protected landscapes (National Parks and AONBs)

3.0.25. The Green Infrastructure Strategy will seek funding from a number of sources including the Local Enterprise Partnership's Local Growth Deal, developer contributions (Community Infrastructure Levy and section 106), as well as lottery funding. The Provision Statement establishes the types of projects that Local Plans are to make provision for and local authorities to secure funding for, including:

- Major green infrastructure projects
- New strategic recreational facilities, enhancement of existing
- Projects that will reduce recreational pressure from sensitive European sites
- Creation and enhancement of a network of green recreational routes
- Improved links between urban and rural areas, County and National Parks
- Ecological enhancement and mitigation (i.e. SRMS and SANGs)
- Water body and river corridor restoration and enhancement
- Coastal/seafront improvement
- More environmentally sensitive urban design and urban greening projects

### **PfSH Evidence Base Review**

3.0.26. The evidence underpinning the 2016 Position Statement is in the process of being reviewed by PfSH, to include an assessment of potential new Strategic Development Opportunity Areas (SDOAs) in the sub-region up to 2050.

3.0.27. The PfSH has agreed to work together to seek to produce a Statement of Common Ground (SoCG) and to explore the production of an Infrastructure Investment Plan. At its meeting on 31 July 2019, PfSH approved the commissioning of evidence work streams to inform the production of a PfSH Joint Strategy. This draft framework will lead to the initial Statement of Common Ground that will set out the programme of work that will be undertaken and will be updated as the evidence work streams are fully scoped and detailed timetables are produced.<sup>12</sup>

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<sup>11</sup> PUSH (2017) Green Infrastructure Strategy 2017. Available from: [Green Infrastructure Strategy 2017-34](#)

<sup>12</sup> Report to the Partnership for South Hampshire Joint Committee (Oct 2019) Draft Framework For Pfsh Statement Of Common

3.0.28. The Draft Strategic Development Opportunity Area (SDOA) work is currently being undertaken by consultants on the behalf of PfSH. This work is considering a number of potential SDOA's locations across the sub region to meet the identified unmet housing need from the authorities. Within Portsmouth the City Centre is being considered as it is one of the most sustainably located SDOA's in the sub region.

### **Joint Strategic Needs Assessment**

- 3.0.29. The Joint Strategic Needs Assessment (JSNA) is an assessment of the health and wellbeing needs of the local community.
- 3.0.30. The JSNA informs the Health and Wellbeing Board's Joint Health and Wellbeing Strategy. It also informs the strategic plans developed by a range of local stakeholders. Furthermore, it supports the effective commissioning of services by the council and its partners.
- 3.0.31. The JSNA seeks to identify priorities based on the strong evidence we have about the city and the huge range of stakeholder information and feedback that members of the Board have access to. We remain committed to the reduction of health inequalities, by improving outcomes for those in the worst position fastest

### **Children's Trust**

- 3.0.32. Portsmouth Children's Trust partnership brings together all the key organisations in the city whose work has an impact on children and young people, together with representatives of families. Each year, the Children's Trust Board refreshes the Portsmouth Children's Trust Plan, which outlines key priorities for improving outcomes for children and young people in the city.
- 3.0.33. In addition to these Children's Trust Plan priorities, the Portsmouth Children's Safeguarding Board to ensures that children in the city are effectively safeguarded and protected in the city.

### **Housing and Economic Land Availability Assessment (HELAA)**

- 3.0.34. The Council has recently prepared a new draft HELAA (July 2021) which identifies the city as having a total capacity of 17,957 dwellings to 2038, this is equivalent to 997 dwellings per annum.
- 3.0.35. The assessment has been developed in light of a clear message from Government that delivering a boost in housing delivery is a key objective, and so the estimates here are considered on balance to be at the upper limits of what could be achieved. Given the limited land availability in the city it is anticipated that there will be limited change in this capacity going forward to the latter stages of plan preparation, consultation and examination. The HELAA will be updated in light of government changes to the Standard Methodology, and will be revised as the Local Plan progresses.

### **Capital Programme (2019/20 to 2024/25)**

- 3.0.36. As part of the council's Capital Strategy, the Capital Programme 2019/20 to 2024/25 was adopted by City Council on 11 February 2020, and sets out a significant amount of infrastructure-related investments to be made<sup>13</sup>. The recommended new capital schemes are listed in Figure 3.
- 3.0.37. The 'new scheme proposals' will amount to an additional capital investment of £68.6m and includes £36.4m into green infrastructure designed to enhance the

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<sup>13</sup> Capital Programme 2019/20 to 2024/25. Full Council Decision Details (04.02.20): [Capital Programme 2019-25](#)

environment and climate change agenda, including £22.2m for the construction of an anaerobic food waste digestion plant; £10.2m for air quality improvements through reductions in carbon dioxide and nitrogen dioxide outputs.

- 3.0.38. Plans also include for the port to invest £2.9m for the installation of wind turbines, conversion from diesel to electric vehicles and a feasibility study and design of a facility to enable ships to switch off their generators whilst in port.
- 3.0.39. Further investment totalling £1.1m will be invested towards electric vehicle charging infrastructure, expansion and extension of the food waste recycling pilot as well as the planting of new trees including street trees and other types of green infrastructure.
- 3.0.40. The programme also invests £4.8m into school buildings. Of which £2.8m is to address an urgent need for forty additional places by September 2021 for pupils with complex educational needs. In addition, a contribution of £2m has been made to a phase 2 scheme to address, potential, future demand in excess of one hundred places across mainstream and special schools over the next three to five years. A further £3.4m is also being invested into council buildings to ensure that they remain fit for purpose including improvements to cultural and leisure facilities totalling £1.3m.
- 3.0.41. Significant investment into the cultural, leisure and entertainment sectors amounting to £6.7m is planned. This includes an investment in the Kings Theatre and Guildhall totalling £6.4m. The programme also includes provision for a feasibility study/ outline planning to replace Eastney swimming and phase 1 funding for public realm improvements as the Southsea sea defences scheme proceeds.
- 3.0.42. The council is to adopt cloud-based infrastructure by investing £6.6m in order to achieve both the transformation of the IT function and to ensure that infrastructure is fit for purpose. Implementing cloud-based infrastructure also provides climate change benefits and a significant contribution to the Council's aspiration to become carbon neutral by 2030.
- 3.0.43. The Azure cloud platform proposed is already carbon neutral. The energy costs attributed to the data centre currently amount to £66,000 per annum and represents 135 metric tonnes of carbon dioxide emissions per annum. A further investment of £3.2m to reduce homelessness within the City through the acquisition of new council housing (£1.7m) and transitional accommodation for the homeless (£1.5m) is planned. £1m has also been provided to meet the cost of adaptations to carers' homes.
- 3.0.44. Significant investment continues to be made into the core local transport infrastructure amounting to £1.6m to ensure transport networks are reliable and efficient; improve road and transport safety; manage the adverse impact of transport on the environment, and promote healthier travel.
- 3.0.45. Finally, spending of £4.8m on major regeneration activities are proposed, including port dredging for the viability of port operations and the provision of a city centre co-working space which will be rented to SME's and start-up businesses to bring employment back into the city centre and support the regeneration of the Commercial Road area.

**Figure 3. Recommended New Capital Schemes (2019/20 to 2024/25)**

<b>Recommended New Capital Schemes</b>	<b>Corporate Resources Required £</b>	<b>Total Scheme Value £</b>
<b>Community Safety</b>		
Redeployable CCTV Cameras	50,000	50,000
<b>Culture &amp; City Development</b>		
CCTV - Portsmouth Museum & Cumberland House	50,000	50,000
City Museum	195,000	195,000
Farlington Pavilion	170,000	240,000
Portsmouth Watersports Centre	90,000	90,000
Southsea Castle	100,000	100,000
Kings Theatre Regeneration	350,000	4,650,000
Bransbury Park Pavilion	150,000	150,000
Kings Theatre Landlord's Backlog Maintenance Obligations	300,000	300,000
Southsea Common & Town Centres Litter Management	50,000	50,000
New Eastney Swimming Pool - Feasibility / Outline Plan	100,000	100,000
<b>Education</b>		
School Places SEND - Phase 1 & Phase 2	2,000,000	4,768,000
<b>Environment &amp; Climate Change</b>		
Greening the City	100,000	100,000
Anaerobic Digestion Plant	200,000	22,200,000
Food Waste Collection (Recycling) - expand by a further round	221,000	221,000
Southsea Sea Defences - Public Realm Enhancements Phase 1	200,000	200,000
<b>Health, Wellbeing &amp; Social Care</b>		
Medina House Heating & Cooling System	110,000	110,000
<b>Housing</b>		
Landlord's Maintenance - Repairs across the whole City Council Estate	2,140,000	2,140,000
Transitional Accommodation for Homeless - Adaptations to General Fund Property	700,000	700,000
<b>Leader</b>		
Electrification of Light Goods Vehicles	80,000	100,000
Living Walls Phase 1	20,000	20,000
Wind turbines at the Port	800,000	2,700,000
The Camber Quay - Structural Investigations	50,000	50,000
Shore to Ship Electric "Plug In" Facility (Feasibility /Design)	75,000	75,000
<b>Resources</b>		
LAN Access Switches	528,000	528,000
CISCO Data Centre Switches	60,000	60,000
Replacement Servers & Storage	945,000	945,000
Upgrade to Planet Press	650,000	650,000

<b>Recommended New Capital Schemes</b>	<b>Corporate Resources Required £</b>	<b>Total Scheme Value £</b>
Checkpoint Internal Firewall	142,000	142,000
Enterprise Voice (CISCO IPT)	630,000	630,000
<b>Traffic &amp; Transportation</b>		
Local Transport Plan	835,000	835,000
Air Quality Improvement	220,000	10,220,000
Electric Vehicle Charging Infrastructure	76,000	306,000
Local Cycling and Walking Investment Plan	100,000	100,000
Continuous Improvements to Neighbourhood Living and Street Environment	100,000	240,000
Cycle Parking Across the City	25,000	25,000
One-way Streets and Low Traffic Neighbourhoods	120,000	120,000
Full Business Case For Extension to Tipner Park & Ride Multi Storey Car Park	500,000	500,000
Non-PFI Asset Management Register/Plan	100,000	100,000
<b>Total Recommended Sum To Be Approved</b>	<b>13,332,000</b>	<b>54,760,000</b>

- 3.0.46. The most significant infrastructure project planned by the City Council over the next 5-10 years is the development of the seafront defences which will be guided by the new Seafront Master Plan which was adopted in March 2021. Regeneration of the seafront will involve the expansion of the sea defences and improvements of key sites identified in the Seafront Master Plan. The Council was awarded nearly £100m by the Environment Agency in order to complete improvements to the sea defences along Southsea Seafront, which will protect 8,000 properties from flood risk.
- 3.0.47. Previously, Portsmouth City Council was allocated £6.5m of grant funding from central government to progress the design phase of the project. This came following approval of the scheme's Outline Business Case by the Environment Agency, Defra and HM Treasury.
- 3.0.48. Maintenance costs (for next 100 years) will likely be £4.5m, with future costs roughly £26m. The whole life cost of the project is estimated to be £160.5m
- 3.0.49. Additionally, the Council will aim to regenerate the City Centre through improving public transport links as well as walking and cycling facilities within the city and the wider Solent region through the SEHRT.
- 3.0.50. Further regeneration schemes to be prioritised include the development at Tipner West and Horsea under the City Deal Programme as well as the expansion of a Business Park at Dunsbury Hill Farm.
- 3.0.51. Significant future capital obligations and aspirations are numerous and include the following below. These schemes require additional funding to be identified. The scale of the funding needed for these schemes places additional demand beyond the annual capital grant funding, capital receipts and CIL contributions that the Council generates (roughly £7m per annum), combined with any Government funding which may be directed towards school places.

**Figure 4. Capital Schemes Requiring Additional Funding**

<b>Capital Scheme</b>	<b>Unfunded Requirement (£m)</b>
Additional School Places - Primary & Secondary	0 - 5.0
Digital Strategy (incl. modernisation of Information Technology systems)	1.5 - 2.0
Landlord's Repairs and Maintenance	2.0 - 3.5
Local Transport Plan - Road safety and traffic improvement schemes	1.5 - 2.0
Local Football Facilities	2.0 - 4.0
Sea Defences	0 - 25.0
Berth 4 Replacement & Jetty Repairs at The Camber Quay	4.8 - 5.5
Long term Protection at the Hard	1.3 - 2.0
Design and Build of 2,000 Space Multi Storey Car Park at the Existing Park & Ride Site	31.0 - 33.0
<b>Total Funding Requirement</b>	<b>44.1 - 62</b>

3.0.52. Thus, with potentially available capital funding of £7m measured against core obligations and aspirations from between £44.5m to £82.4m of Capital Investment, there remains a major shortfall ("Capital Gap") which will need to be addressed for the future provision of capital schemes and infrastructure investments.

### 3.1 Sources of Infrastructure Funding

3.1.1. Past provision of infrastructure was largely delivered by a number of means including a local authority budgetary commitment (Council tax, government support grants and capital receipts) and from charging specific fees. However, over the past decade, national budgets have reduced commitments to local authorities and have put pressure on councils to avoid increasing council tax. Government funding sources are being directed through alternate routes. Local authorities are not expected to fund the infrastructure required to facilitate new development, as this is typically provided by developers either on site or through financial commitments. The circumstances of developer funding has evolved with the use of the Community Infrastructure Levy as detailed later in this report. It is important to note that local authorities, may not however, require developers to fund already existing deficiencies in infrastructure provision through CIL.

3.1.2. The following are the means identified through national policy and guidance as financial tools to be employed for the provision of infrastructure:

- Community Infrastructure Levy (CIL)
- Section 106 Agreements
- Section 278 Agreements
- Local Growth Deals, arranged through Local Enterprise Partnerships (LEPs)
- Grant funding

- National Government Funding

## 3.2. Infrastructure Providers

### Education

- 3.2.1. Education infrastructure needs are assessed by Portsmouth City Council as the Local Education Authority (LEA).
- 3.2.2. As the LEA, Portsmouth produces a Schools Places Plan which predicts school enrolment need based on demographic projections and anticipated housing growth as established in development plans in addition to windfall residential development.

### Emergency Services

- 3.2.3. The three principal providers of emergency service provision for the City are the Hampshire Constabulary, Hampshire Fire and Rescue and the South Central Ambulance Service NHS Foundation Trust.

### Flood Defences

- 3.2.4. Flood risk infrastructure-related management and mitigation is undertaken by the Eastern Solent Coastal Partnership (ESCP). The ESCP are a group of local authorities who work collaboratively with the Environment Agency to deliver infrastructure projects such as the North Portsea and Southsea Coastal Scheme.

### Health

- 3.2.5. NHS Portsmouth Clinical Commissioning Group (CCG) is the statutory NHS body with responsibility for the planning and commissioning of health care services. This involves assessing local needs, deciding priorities and strategies, and funding services on behalf of the population from providers such as hospitals, community health organisations and the voluntary sector.
- 3.2.6. The CCG works closely with GP Practices and other health partners in the city to review existing estate and plan for health requirements in proposed housing growth. This enables the CCG to plan effectively for increases in the local population and the associated need for healthcare services, potentially co-locating a range of health services where this makes the best use of estate and enables the continuing delivery of high quality services. This includes planning for estate in fit-for purpose buildings that can support new models of care and ways of working and which enable the provision of joined up care, increasingly provided out of hospital.
- 3.2.7. Provision of healthcare infrastructure for Portsmouth is overseen by the Portsmouth Integrated Care Partnership which forms part of the wider Hampshire & Isle of Wight Integrated Care System (formerly the Sustainability and Transformation Partnership – STP).
- 3.2.8. The ICP works to identify infrastructure needs both locally and regionally which is currently commissioned by the Portsmouth Clinical Commissioning Group and provided by one of the many providers including GP Practices (primary care), Southern Health NHS Trust (Mental Health services), Solent NHS Trust (community health services) and Portsmouth Hospitals University NHS Trust (acute and emergency care).

## **Social and Community Infrastructure**

3.2.9. Social and community infrastructure is largely provided through by the Council's Culture, Leisure & Regulatory Services. The management of community facilities, including libraries, allotments, cultural amenities and heritage assets fall under their oversight. Extra care housing is provided by Housing, Neighbourhoods and Building Services.

## **Transport**

3.2.10. Portsmouth has developed its third Local Transport Plan, which covers the period up to 2031. Regionally, PfSH works closely alongside Transport for South Hampshire (TfSH) to provide transport solutions. TfSH is the sub-regional partnership for transport projects, programmes, strategies, policies and strategic operational matters. The City Council has recently produced an updated Local Transport Plan 4 (LTP4) covering the period to 2036. Network Rail and Highways England are principal consultees who will require further engagement with as future infrastructure deficits are identified.

## **Utilities**

3.2.11. There is a statutory duty for utility companies to provide their individual services for new development. Major utility providers such as National Grid, BT, Virgin Media, Portsmouth Water and Southern Water were consulted during the preparation of the IDP. Most of these respondents agreed that adequate capacity exists to accommodate the City's planned development.

## **Local Investors**

### **The Ministry of Defence**

3.2.12. The Naval Base has operated at Portsmouth since 1194. It is one of three operating bases in the United Kingdom for the Royal Navy. It houses nearly two-thirds of the Royal Navy's surface ships, including the HMS Queen Elizabeth aircraft carrier, as well as frigates, destroyers, mine countermeasures and fishery squadrons.

3.2.13. In 1985 a joint partnership between the Ministry of defence and Portsmouth City Council resulted in the Portsmouth Naval Base Property Trust which manages a portion of the historic south-west corner of the Naval Base, as agreed to under a 99-year lease, as a heritage area known as the Portsmouth Historic Dockyard. It provides public access to significant maritime attractions including the Mary Rose, HMS Victory and HMS Warrior.

3.2.14. The base is a major regional employer and operates as a base for Royal Navy personnel serving in the base and on locally based ships. It also hosts numerous commercial activities including BAE Systems Maritime, a ship repair facility.

### **Portsmouth International Port**

3.2.15. As of 2019, the Port generated £390m to the national economy. The local economy benefited from £189m, with each £1m generated locally contributing an additional £0.4m through induced and indirect impacts. Overall the Port created nearly 6,000 jobs, with 2,400 created locally.

3.2.16. In 2019 Portsmouth City Council invested £33.7m to expand the Port. £18.7m of this was set aside for development within the Port including levelling and extending Berth 2, upgrading the passenger terminal and replacing the passenger boarding tower. It is anticipated that the investments will increase the number of cruise passengers at

the Port from 50,000 to 150,000. The further £15m will be directed towards improving facilities at Portico who operate commercial quays at the Port.

### **University of Portsmouth**

- 3.2.17. The University of Portsmouth is a public university based in Portsmouth. It employs nearly 1,500 academic staff members, as well as providing educational services to 25,500 students (roughly one-fifth of whom are postgraduates).
- 3.2.18. Its future infrastructure-related needs stemming from growth in student numbers and proposed enhancements to the universities offer, the facilities required to accommodate this growth is set out by , the University in its 2013 masterplan, some of which is already being developed including the new sports provision at Ravelin Park. In addition the university has consulted upon proposals for a new teaching facility on the site of the former Victoria Swimming Baths.

### **Gunwharf Quays**

- 3.2.19. A major regional retail outlet, Gunwharf Quays opened in 2001 on a site formerly employed by the Royal Navy. Gunwharf is home to over 90 stores, and over 30 restaurants, bars, and coffee shops.

### **Portsmouth Football Club**

- 3.2.20. The club was founded over 120 years ago with home matches played at Fratton Park in Milton. It boasts a loyal and enthusiastic support base and generates significant economic activity for the city, attracting visitors from the Solent and beyond.
- 3.2.21. The long-term use of Fratton Park and any potential expansion-related plans will need to be accounted for in relation to ongoing and future infrastructure needs. The football club is currently looking at options for development of some of the area adjacent to the ground in conjunction with the owners of the Pompey

### **Cross-Boundary Providers**

- 3.2.22. Cross-Boundary infrastructure needs and deficiencies were also identified. In addition to basic utilities such as water and energy, other facilities including education and healthcare are used by residents from Portsmouth and the greater Solent region.
- 3.2.23. Such facilities include schools such as Castle View Academy, the Victory Primary and Solent Infant School, which are used in a cross-boundary manner by students in adjoining boroughs. No specific accommodation issues have been identified regarding these facilities.
- 3.2.24. A major cross-boundary provider and regional health care treatment centre, Queen Alexandra in Cosham, is publically owned and is administered by the Portsmouth Hospitals NHS Trust and operates a Ministry of Defence Hospital Unit. Several smaller treatment outstations have been opened to relieve the demand and the hospital.
- 3.2.25. It is recognised that health services, particularly the services provided out of Queen Alexandra Hospital, serve a population beyond Portsmouth. Furthermore, the Queen Alexandra Hospital is one of six hospitals nationally to host a Ministry Of Defence Hospital Unit and provides regional services for cancer and renal care. Continued investment in healthcare infrastructure is therefore important at both a local and a regional level by supporting demands for services arising from population growth but also through providing local employment opportunities.

3.2.26. The City Council is working closely with Neighbouring Authorities through the Duty to Cooperate both as part of PfSH and bilaterally in order to identify any cross boundary infrastructure required to accommodate the growth to be accommodated in the city and wider sub region.

## 4. Methodology

### Identifying the Issues

- 4.1.1. Given the broad definition of infrastructure and the wide array of services it encompasses as described by the NPPF, the IDP must take account of needs identified across diverse range of categories and locations, including cross-boundary services and utilities.
- 4.1.2. This section of the report sets out the methodology used in the creation of the IDP, and gives detail on the stages that the Council went through in the preparation of the report.

### 4.1. Scoping

- 4.1.3. In order to identify the potential infrastructure requirements of the city, the Planning Policy team carried out a piece of scoping work to identify the infrastructure providers both internal providers in other parts of the City Council and external providers delivering infrastructure in the city and wider sub region.
- 4.1.4. The starting point for this scoping exercise was the list of providers specified in the NPPF. This was cross referenced against the Council's contacts database and supplemented with discussions with key internal and external contacts.
- 4.1.5. The Council identified the scope of development in the city from the evidence base supporting the development of the new Local Plan, the identified level of development was then used as the basis for initial discussions with stakeholders to identify infrastructure needs.

### 4.2 Consultation

- 4.2.1. In order to gain a better understanding of the immediate and long-term infrastructure needs in Portsmouth, an explanatory letter (see Appendix 1), describing the anticipated level of housing need of 14,437 dwellings by 2036 (721 per annum), was circulated to all infrastructure-related service providers within the Council and to various relevant stakeholders outside of the Local Authority (see Appendix 3). As noted, this figure has since been revised to reflect the government's Standard Methodology and changing plan period to 2020-2038, to 872 homes per annum, or 15,696 in total (17,701 with buffers).
- 4.2.2. The initial communication was sent out on 15 February 2019 with subsequent follow-ups over the next few months. 16 internal Portsmouth City Council stakeholders were contacted and 21 external contacts were reached.<sup>14</sup> Respondents were asked to provide information relating to variables such as: current levels of capacity, existing levels of use, likely future capacity (of existing infrastructure), improvements that have been planned and what would be required to satisfy the anticipated levels of development in the City over the course of the Plan period. Furthermore, indicative costs for improvements and how they would be funded (if known) as well as the level of need associated with given improvements and a timescale for their implementation.
- 4.2.3. Although respondents were asked to supply information on existing and anticipated capacity of the infrastructure that they provide. In some instances, such information was not forthcoming or unavailable.

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<sup>14</sup> Details of contacts. Internal: External: BT Communications, National Grid, Scotia Gas Networks, The Environment Agency, Hampshire County Council, Marine Management, Havant Borough Council, British Gas, Southern Water, Southern Electric,

- 4.2.4. The request for information was followed by meetings with representatives of the infrastructure and service providers, in order to obtain clarification of the responses given and to provide greater detail into particular topics where appropriate. On-going communication with providers will be necessary to ensure the adequate delivery of infrastructure projects over time.
- 4.2.5. Additionally, relevant reports were reviewed for further background information and analysis. These included annual reports, budgetary announcements, service plans and strategies. The Hampshire Strategic Infrastructure Statement, updated in April 2019 is also a useful source of information in this regard<sup>15</sup>.
- 4.2.6. This IDP has been developed in consultation with the relevant providers responsible for each form of infrastructure. The IDP has been developed following a three stage consultation.
- 4.2.7. Stage 1 began in early 2019 whereupon an assessment of the current state of infrastructure provision was made along with a request to service providers on planned projects with existing capacity and needs in provision taken into account. This Stage also requested infrastructure providers to consider requirements based on the delivery of 17,080 dwellings (with no site specific allocations identified) and the plan period ran until 2036. It has been since extended to cover the period to 2038 in order to ensure 15 years' worth of forward planning in line with the National Planning Guidance.
- 4.2.8. Stage 2 of the consultation process began in the autumn of 2019, at which time a more site specific assessment of the infrastructure necessary to deliver the Council's desired development strategy was subsequently detailed.
- 4.2.9. A list of infrastructure providers consulted during both stages is contained in Table 3.

**Table 1: Infrastructure Providers Consulted (Mar. 2019 - Dec. 2019)**

CATEGORY	INFRASTRUCTURE TYPE	ORGANISATIONS CONSULTED
<b>Community (health, education, cultural)</b>	Early years and Childcare	Portsmouth City Council Early Years Portsmouth City Council Education Portsmouth City Council Education Needs
	Primary Schools	University of Portsmouth Estates & Campus Services
	Secondary Schools	Portsmouth City Council Public Health NHS Estates NHS Property Services CCG NHS Solent NHS Southern Health NHS Portsmouth Hospitals Trust Air Ambulance
	Primary Care (GPs and health centres) Secondary care (hospitals)	Community facilities Leisure Cultural Heritage Facilities Libraries Allotments Cemeteries Extra care housing

<sup>15</sup> [Hampshire Strategic Infrastructure Statement](#)

CATEGORY	INFRASTRUCTURE TYPE	ORGANISATIONS CONSULTED
<b>Energy</b>	Energy Gas	National Grid Scotia Gas Networks Southern Electric British Gas
<b>Flood risk and coastal change management</b>	Flood barriers Landscape enhancements	Eastern Solent Coastal Partnership Environment Agency Natural England Marine Management Organisation
<b>Digital</b>	Telecommunications	British Telecommunications Virgin Media BT Openreach
<b>Green (including climate change mitigation and adaption)</b>	Open space and playing pitches SUDS and other drainage systems Suitable Alternative Natural Green Spaces (SANGs)	Portsmouth City Council Parks and Open Spaces Solent Recreation Mitigation Partnership (SRMP) ('Bird Aware Solent')
<b>Conservation (of natural, built and historic environment)</b>	Conservation Areas	Portsmouth City Council - Conservation
<b>Security</b>	Armed Forces	Ministry of Defence - Royal Navy
<b>Social Care</b>	Community facilities Leisure Cultural Heritage Facilities Libraries Allotments Cemeteries Extra care housing	Portsmouth City Council
<b>Transport</b>	Buses Cycling & Walking Ferries Rail Roads Strategic Road Network Local Road Network Rail Services Bus/Coach Services Community Transport Parking Port Services	Portsmouth City Council Transport Wight Link Highways England Network Rail Network Rail Infrastructure Ltd
<b>Utilities</b>	Energy Telecommunications Gas	National Grid Scotia Gas Networks Southern Electric British Gas
<b>Waste management</b>	Waste/recycling	Portsmouth City Council Waste Management
<b>Wastewater</b>	Wastewater treatment/sewerage	Portsmouth City Council Waste Management Southern Water
<b>Water Supply</b>	Water supply	Southern Water Portsmouth Water
<b>Strategic infrastructure</b>	Strategic development	Portsmouth City Council - Strategic Development

- 4.2.10. A third Stage of consultation was undertaken on the finding of the draft IDP report in the 6 weeks running up to the 12<sup>th</sup> of February 2021. The consultation was put out to individuals and organisations who were registered on the Local Plan consultation database as well as being advertised on the Council's web page.
- 4.2.11. In total, there were 17 responses received. There were 4 responses from individuals and 13 on behalf of organisations.
- 4.2.12. Though the feedback varied considerably, there were recurrent themes from numerous respondents. The most frequently expressed concerns were those regarding environmental factors (5). This was followed jointly by density; congestion; transportation and housing (4). Health and flood were also discussed repeatedly (3). While open space and growth/capacity-related constraints (1) and carbon emissions (1) were also mentioned.
- 4.2.13. As the IDP progresses towards completion and the Local Plan continues to Regulation 18 consultation, the feedback received to this consultation will be critical in adding value to both documents as well as to planning more broadly across Portsmouth.

### 4.3 Assessment

#### Assessment of Infrastructure Need

- 4.3.1. The IDP assesses infrastructure deficits, and allocates each project/need a level of priority based on whether the provision is critical, important or desirable. The definitions of infrastructure need which apply to the IDP for the purposes of this report, are described in Table 2 below.

**Table 2: Assessment of Infrastructure Need**

PRIORITY	DESCRIPTION
<b>Critical</b>	Infrastructure necessary for development to continue: flood risk mitigation, utility capacity improvement, essential transport maintenance.
<b>Important</b>	Infrastructure which will be needed for additional development but can be achieved long-term: healthcare and education facilities.
<b>Desirable</b>	Adds value to neighbourhoods such as community facilities and social programs. Some of the identified desirable infrastructure may be delivered through the neighbourhood component of CIL.

- 4.3.2. The Infrastructure projects identified in Appendix 1 have been categorised as either Critical, Important, or Desirable. This reflects the priority of the infrastructure projects to the Council and their importance for the delivery of the development proposals in the Local Plan.

## 5. Stakeholder Feedback

- 5.0.1 Table 3 below summarises many of the responses received during stages 1, 2 and 3 of the engagement process with local stakeholders. Omissions of summaries have been made where comments received were closely related to other feedback received, or where little information was communicated. Following the consultation on the Draft IDP, updated information on relevant projects was incorporated into the document in order to reflect current infrastructure demands and deficits.
- 5.0.2 The information referred to in Appendix 1 provides greater detail on planned infrastructure schemes and needs identified in Table 3, and has been updated to reflect the feedback received by during the stage 3 stakeholder engagement.

**Table 3 - Infrastructure Delivery Plan (2019 - 2038) Summary**

Organisation	Comments
<b>Portsmouth City Council - Education Needs</b>	<p>Primary School Sufficiency Programme: Expansion of Primary Schools to meet the demand for school places. Provision of 1600 primary school places to meet the increasing demand.</p> <p>Priority School Building Programme (PSBP 1). The replacement of King Richard School with a new school building on the existing site due to the poor condition of the original school building</p> <p>Priority School Building Programme (PSBP 2). Replacement schools on the existing sites due to the poor condition of the original school buildings</p> <p>Replacement of Harbour School (Fratton). The new provision will provide fit for purpose accommodation for pupils with challenging needs.</p> <p>Special Education Needs Provision (SEND). Meeting the needs for SEND pupils whilst providing appropriate accommodation for increasing pupil numbers.</p> <p>New Free Special school. Provision of a 40 place school for places to be commissioned by both Portsmouth City Council and Hampshire County Council.</p> <p>Secondary School Sufficiency Programme. Provision of 925 secondary school places to meet the increasing demand.</p>
<b>Portsmouth City Council - Transport</b>	<p>Provided a list of projects detailed in Appendix 1.</p>
<b>Portsmouth - City Council - Flooding</b>	<p>Two major flood defences schemes will be required to protect homes and businesses during the plan period:</p> <p>Southsea Coastal Scheme will form 4.5km of flood defences from Old Portsmouth to Eastney to protect over 8,000 homes and 700 non-residential properties. To extend 4.5km and address flooding risk for over 100 years. Construction anticipated to begin 2020, conclude 2022.</p> <p>North Portsea Island Scheme will achieve similar levels of flood risk mitigation. 8.4km total. Reduces risk to over 4,200 homes and 500 businesses. Three out of five phases are complete with late 2024 as end date.</p> <p>Southsea Coastal Scheme underway as of Autumn 2020.</p>
<b>Solent Recreation Mitigation Partnership</b>	<p>At least two projects identified: Ecological enhancements to be made in Langstone Harbour. Eastern Road Coastal Defence to form part of structure but some funding remains outstanding.</p>
<b>Eastern Solent Coastal Partnership</b>	<p>Agreed with information provided by Highways / Coastal / Drainage - Design &amp; Management.</p>
<b>Natural England</b>	<p>Provided comments for Local Plan Evidence consultation with regard to the proposals at Southsea and Tipner.</p> <p>Stated a need for offsetting and mitigation land for Brent geese and waders. Highlighted Solent Wader and Brent Goose Strategy Guidance on Mitigation and Offsetting Requirements. Further advice anticipated.</p>

Organisation	Comments
<b>NHS Portsmouth CCG</b>	<p>An additional 8 or 9 GPs (or equivalent appropriate staff) across the city will be needed to meet anticipated population growth. This will not require an additional GP surgery as the National and Local strategy is towards consolidation of services but will put pressure on existing infrastructure which will require support for potential extensions to existing premises via developer contributions such as CIL and S106.</p> <p>The NHS have highlighted that the developments at Tipner and Port Solent would create a need for addition surgery space but further work needs to be completed to understand if this would be increasing space at the local Hub or providing a more local spoke solution.</p> <p>As the main community hospital provision within the city, the St Marys site will become increasingly utilised and so infrastructure plans should consider access to and from the site, and look favourably on redevelopment of the site including increased parking and sustainable travel provision</p>
<b>Portsmouth Hospitals University NHS Trust</b>	<p>The ongoing need to develop the Queen Alexandra Hospital Site and satellite locations supporting the hospital will increase throughout the plan period. The original PFI is now over ten years old and the facility has been consistently operating in excess of available capacity during normal winter periods and the pandemic has further stressed this. The site is progressing plans to upgrade and expand facilities including increasing bed capacity (underway), a major redevelopment of the Emergency Department in the early plan period and is working with the local health system partners to identify and plan future requirements.</p>
<b>Wight Link</b>	<p>No major plans for expansion following the recent £42 million investments at existing facilities.</p> <p>A significant increase in the number of vehicles is unlikely due to larger hybrid ferries. The amount of sailings may be reduced as capacity may be reached more efficiently.</p> <p>Automation is projected to play an increasingly significant role in the company's work and may reduce certain costs, resources required.</p> <p>The future vessels will be much more energy efficient and the air quality issues are being considered. There are plans for the first fully electric car ferry in roughly 5 years' time. It would likely be the first of its kind in the UK. One vessel will need to be replaced as its lifespan will end around 2024.</p>
<b>Network Rail Infrastructure Ltd.</b>	<p>Population growth in the Portsmouth City area could have a specific impact on Main Line railway services. Main Line services are defined as the "long-distance" rail services to London Waterloo that operate from Portsmouth Harbour and Portsmouth &amp; Southsea.</p> <p>The long-distance nature of these journeys mean that the infrastructure required to accommodate growth (more or longer trains) is more often than not outside of the specific area of a particular IDP.</p> <p>It is important to note that housing increases along all these corridors, not just within the Portsmouth City area, need to be consider by Network Rail as in combination they can change the assumptions on where future services should operate from.</p> <p>The Wessex Route Study, published in August 2015 (<a href="#">here</a>), stated that in the period to 2043 demand for Main Line services would increase by 40%, but with there already being 20% overcrowding this would be mean that by 2043 the capacity to accommodate 60% more passengers would be required. Current assumptions are that one of these services is likely to run from Petersfield and the other from Portsmouth (Harbour or Southsea?), but this is only a working assumption at this stage and will subject to where demand dictates a service should run from.</p> <p>The journey time between Portsmouth and Southampton has been identified as a key local rail issue in the Solent area, particularly in relation to modal shift to help with congestion issues on the M27. An increase in frequency of service and improvements to journey times between cities could help increase modal shift to rail. Although there are not any current, committed schemes addressing this issue, Network Rail has undertaken a CMSP module on Solent Connectivity as part of its 2019/20 CMSP programme.</p>

Organisation	Comments
	The Solent Connectivity CMSP has been completed and will require further terminal capacity, likely at Portsmouth Harbour Station.
<b>Hampshire County Council</b>	<p>Significant transport infrastructure for Port Solent, Horsea Island and Tipner need to be addressed in addition to information on projects such as Bus Rapid Transit and associated Transforming Cities Fund and South East Hampshire Rapid Transit (SEHRT).</p> <p>Portsdown Hill Road cycle route an additional consideration. Highway improvement need to be made at junction of Crookhorn Lane and Portsdown Hill Road to accommodate anticipated development of 600 dwellings.</p> <p>Greater investment required in transport infrastructure overall. Hampshire County Council to partner with PCC to deliver cross boundary SEHRT transport initiatives. Air Quality mitigation considerations will need to be considered throughout. The expansion of the Port Solent strategic site via the A27 Southampton road/Portway signalised junction must maintain the function of the A27 for strategic connectivity. The A27 corridor through Fareham BC to the M27 J12 in Portsmouth is a key strategic corridor for East West movements.</p> <p>HCC have a successful Safer Roads Fund bid for the A27 through Portchester. The main works for this will be focused at the two roundabouts in Portchester. This scheme is part of the Safer Roads Fund programme for the A27 corridor from Delme roundabout in Fareham to the M27 junction 12/M275 in Portsmouth.</p>
<b>Environment Agency Southern</b>	Indicated to refer to comments from ESCP.
<b>Southern Electric</b>	<p>Based on the assumption of 17,000 new dwellings up to 2036 and that they would be evenly spaced across the Portsmouth City Council area, we anticipate that we would have to reinforce our 33kV and 132kV networks that supply our Portsmouth (Warblington Street) and Wymering substations to accommodate them.</p> <p>This assumes the demand associated with the new dwellings to be approximately 35MVA. The cost of the required reinforcements would be of the order of £10-12M and would most likely be funded by Scottish &amp; Southern Electricity Networks capital with some apportioned with developers, depending on connection voltage.</p>
<b>Hampshire Constabulary</b>	<p>A Prisoner Interview Centre (PIC) is opening with the existing Portsmouth Central facilities on Winston Churchill Avenue closing down in conjunction with the move. The new PIC will be located on Airport Service Road, PO3, it will comprise of 3 floors, outbuildings and a car park and it will accommodate up to 434 officers and staff. Its uses will include investigations, a custody centre for detained persons, arrested and under investigation and custody staff. It will also be the main police location in Portsmouth for the general public to access police for enquiries.</p> <p>Hampshire Constabulary will also have policing teams located at satellite offices throughout Portsmouth. These locations include : Medina House, Medina road; Trafalgar gate; and the fire station on Somers road.</p> <p>The police service will also have a presence at the Portsmouth Civic Offices alongside offender management and the multi-agency support hub, as well as a minor facility based at Gunwharf Quays.</p>
<b>Portsmouth Water</b>	<p>Consumption is now stable with a rising population matched by falls in per capita consumption.</p> <p>Portsmouth Water is producing an updated Water Resources Management Plan covers the development period from 2020 to 2045. The plan includes further bulk supplies to Southern Water in Hampshire.</p> <p>The plan has a 'Twin Track' approach with demand management and resource development. Further initiatives include the Water Efficiency Program 2018-2020; and Leakage Reduction Program 2020-2025.</p> <p>Further goals include the development of a new winter storage reservoir at Havant Thicket 2019-2029; the development of an existing groundwater source 2019-2023 and to continue to promote optional metering.</p> <p>The WRMP is approved by the SoS and the funding for schemes included in the Business Plan 2019.</p>

Organisation	Comments
<b>Hampshire Fire &amp; Rescue Service</b>	<p>In order to address the aging estate and to continue to deliver front-line response, the Property &amp; Facilities team within HFRS are reviewing the current estate to determine where significant investment is required. Several business cases are expected to be submitted to Hampshire Fire and Rescue Authority under the Station Investment Programme 2020-2025, including Cosham fire station.</p> <p>Cosham fire station is the oldest station in Hampshire and carries significant maintenance liability. Cosham also has one of the largest crews in the county and the requirements of the station have outgrown its original site footprint.</p> <p>A larger site is actively being sought for the replacement of Cosham fire station.</p> <p>Fire and rescue service response and the location of resources is determined by local and national risk profiling. As these factors change within a geographical area (such as Portsmouth City) the location of suitable resources may also need to be adapted to ensure efficient response is maintained.</p> <p>There is an ongoing uplift to officer numbers in Portsmouth through renewed recruitment and recent government announcements indicate further uplifts in officer and staff numbers but details have yet to be finalised.</p>
<b>Scotia Gas Networks</b>	<p>It is highly unlikely that Medium and Intermediate Pressure tiers will require reinforcements. Lower Pressure tier demand is more difficult to predict and therefore differing conclusions could be made. Three development areas are more likely to trigger reinforcement requirements: Tipner, Wightlink and St James' Hospital. As of now the extent, costs and level of need of the reinforcements remain undetermined and will not be addressed until a connection request to SGN gas infrastructure is made.</p>
<b>National Grid</b>	<p>Specific development proposals within the Portsmouth City area are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.</p>

**Table 4: Draft IDP Consultation Responses**

Organisation	Comments
<b>Southern Water</b>	<p>Reiterated need to align plans with existing strategies and to maintain as a statutory consultee in future consultation matters.</p>
<b>Gosport Ferry</b>	<p>Proposed some minor changes and advised that Capital Schemes requiring additional funding and would like to be consulted directly in future consultation matters.</p>
<b>Sport England:</b>	<p>The Playing Pitch Strategy is now a few years old and would benefit from a review and update as per our guidance</p>
<b>Portsmouth City Council - Transport Planning:</b>	<p>Agreed with the overall assessment of short-term needs and projects planned. Updates are required to the transport sections invading the long draft list from the LTP4 implementation plan development. We would also like clarity on the scale of infrastructure that should be included, one way streets are listed, but freight consolidation centre and bus depots are not and we are aspiring to these in the future.</p>
<b>Highways England:</b>	<p>Anticipates being consulted on the New Draft Local Plan and evidence base when available Any modifications proposed to the Strategic Road Network (SRN) junctions and their approaches, should be carefully considered and modelled, so it can be ensured that they do not impact negatively on the operation of the SRN. Any modifications proposed to the SRN junctions should be carefully considered and modelled, so it can be ensured that they do not impact negatively on the operation of the SRN.</p> <p>The additional traffic associated with the Tipner Regeneration site should be carefully modelled so that its impact can be understood and, if necessary,</p>

	<p>mitigated; any mitigation schemes should be defined within the IDP as appropriate.</p> <p>The additional traffic associated with the development of the Cruise and Ferry Port should be carefully modelled so that its impact can be understood and, if necessary mitigated; any mitigation schemes should be defined within the IDP as appropriate.</p> <p>The additional traffic associated with the Local Plan site allocations (when known), alongside any transport improvements within the City, should be initially assessed using the SRTM modelling tool to determine the extent of the impacts on the SRN and associated junctions. Any identified impacts on the SRN junctions should be identified and mitigation schemes defined within any updates to the IDP</p>
<b>Friends of the Earth</b>	In regard to Green infrastructure; suggests that the Portsmouth Climate Board should be consulted 15 minute city, preferable to 30 minute journeys
<b>Residents' Association of Port Solent (RAPS)</b>	Generally satisfied with the document. Concerns raised over potential congestion from Tipner-Horsea bridge; questions over opening date of Horsea and infrastructure available on site; timescale of Porchester/ flood defences; Tipner health facilities need to be identified; railway lane from Port Solent to Paulsgrove not mentioned; office space at Port Solent less likely to be required.
<b>Premier Marinas:</b>	Concerns raised for vehicular congestion at Port Solent. Perception is that an inadequate amount of non-vehicular transportation options are being provided in the Marina area.
<b>Milton Neighbourhood Forum:</b>	Representatives raised concerns relating to population growth and density; lack of green/open space; air pollution; the lack of existing infrastructure and burdens being placed on health facilities by additional development.
<b>Local residents</b>	<p>Raises concerns related to existing deficits in open space and green infrastructure, inadequate transport infrastructure, education and medical and social care.</p> <p>Should look at opportunities to improve and encourage cycling routes and discourage the use of cars to improve public health and reduce pollution levels.</p> <p>Support for proposed delivery of green energy and city greening infrastructure</p> <p>If the proposed linking bridge from Tipner to Port Solent is taken forward, it should be delivered at an early stage in the scheme avoid undue impact on Port Solent.</p>

## 6. Monitoring and Review

- 6.0.1 The IDP is intended to complement and inform the new Portsmouth Local Plan 2038 and will undergo consultation and further amendment throughout the Local Plan development process.
- 6.0.2 The IDP is meant to be a 'live' document so that it is able to be updated through continued monitoring in order to inform decision-making. It may refer to annual monitoring from the Authority Monitoring Report<sup>16</sup>, including the progress of capital projects and sites identified in the Local Plan to produce more accurate estimates, priorities and needs and to take account of the infrastructure delivered as the Local Plan implementation progresses. The AMR compiles data from the preceding financial year.

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<sup>16</sup> [Annual Monitoring Reports](#)

## 7. Conclusion

### Progression of the Portsmouth Local Plan and IDP

- 7.0.1. This draft IDP is being developed in parallel with the new Portsmouth Local Plan 2020-2038. The Council will be pursuing public consultation in accordance with 'Regulation 18'<sup>17</sup> on its draft development strategy for the new Local Plan and its evidence base, including the draft IDP in summer 2021. Following consultation, the Council will consider responses received from the public and various other stakeholders including statutory bodies, other organisations and bodies.
- 7.0.2. Responses received from both the Draft Local Plan and the Draft IDP will then inform the 'Regulation 19' publication version of both documents. Consultation on Regulation 19 is planned to be undertaken by the late summer of 2021.
- 7.0.3. The Council will continue to engage with key infrastructure providers in order to obtain any additional information required on specific needs including costs, delivery timescales, capacity deficits and provision for proposed strategic development.
- 7.0.4. Though the IDP is considered a live document, further information on infrastructure requirements and project completions will be available in the Annual Monitoring Report.

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<sup>17</sup> [The Local Plan](#)



## Appendix 1: Detailed Infrastructure Deficits and Planned Infrastructure Investments

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
<b>GREEN</b>								
New Trees	Additional tree planting across city in existing green spaces and streets. Contributes to various health and wellbeing objectives as well as contributing to climate resilience	Citywide. Particularly in areas deficient in canopy cover	Initial estimate: £100,000. Dependent on scale of planting	Variety of sources: neighbourhood CIL, Capital bids, external grants	Ongoing. Throughout planning period	Important	<a href="#">GI background paper</a> , <a href="#">Tree Cover assessment</a>	Portsmouth City Council
Green Grid	New Local Plan identifies a network of "Green Corridors" linking up green spaces across the city, termed the "Green Grid". This grid is considered important for sustaining active travel as well as connecting wildlife habitats with benefits for biodiversity. New development will be expected to contribute to the Green Grid but the Grid should also influence Council environmental improvements.	Citywide. Refer to Figure 6.1 in GI policy	Undetermined	Partially through developer contributions and Capital Bids/other Council resources.	Ongoing. Throughout Plan period.	Important	<a href="#">GI background paper</a> , <a href="#">Tree Cover assessment</a> and <a href="#">Open Spaces assessment</a> , <a href="#">Local Plan</a>	Portsmouth City Council, developers
Pollinator Corridor(s)	Building off of Green Grid approach. Certain routes in the city will be identified as pollinator corridors. Management along these routes will be tailored to supporting pollinating species through the establishment of a number of wildflower islands linking up existing greenspaces	Various: Copnor road has been identified as a trial approach. Other routes TBD.	Initial estimate £10,000. Subject to details within PFI contract.	Capital bids, external grants, neighbourhood CIL	2019-2024, with potential to extend.	Desirable	<a href="#">GI background paper</a> , <a href="#">Tree Cover assessment</a> and <a href="#">Open Spaces assessment</a>	Portsmouth City Council

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Existing Greenspace improvements	Recent Open Space assessment have concluded that the city is in deficit in terms of its open spaces. Therefore, it is necessary that existing Greenspace is improved and enhanced to meet the needs of the existing and future population. Improvements could include greater planting to encourage biodiversity, new play facilities as well as general landscape improvements i.e. seating, bins, etc.	Citywide. Particularly spaces that have been identified as low quality.	Initial estimate £100,000. Subject to scope and scale of project	Capital bids, external grants, neighbourhood CIL, parks budget	Ongoing. Throughout Plan period.	Important	<a href="#">Open Spaces assessment</a> , <a href="#">GI background paper</a> , <a href="#">Playing Pitches study</a>	Portsmouth City Council
Pocket Parks	Green infrastructure policy requires that pocket parks are included on new developments of xx size/dwellings. This will ensure that there is sufficient access to open spaces in the City going forwards	Citywide.	Dependent on development	Developer contributions	Ongoing	Important	<a href="#">Open Spaces assessment</a> , <a href="#">GI background paper</a> , <a href="#">Local Plan</a>	Portsmouth City Council, developers
Horsea Island Country Park	Veolia is undertaking restoration of the site - upon completion of this the site will enter an after care period. Once this occurs management costs for the site transfer to PCC although this site will continue to be managed under the Waste Disposal Service Contract	Paulsgrove/ Horsea Island	Approx. £250,000 landfill management, £85,000 landscape management	Developer (Veolia). As part of restoration as per planning consent	2019-2029. (Restoration due to complete in 2020 but further development anticipated). Public access to be agreed with Veolia.	Important	<a href="#">GI background paper</a>	Portsmouth City Council - Neighbourhoods, Housing, Neighbourhood and Building Services, Veolia

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Southsea Seafont	Considered a piece of Green and Blue infrastructure with regional importance. Identified in PUSH GI implementation plan as a Strategic GI project. Development of the area will be guided by the Seafont Masterplan. Will be critical in ensuring overall connectivity throughout the city to provide access and the multifunctional benefits that it provides.	Southsea/ Eastney	No cost has been identified. This will be determined by whichever projects are adopted along the seafont.	No funding sources have been identified. Dependent on project. Variety of sources could be explored.	2019-2029 or longer.	Important	<a href="#">PUSH GI implementation plan 2017-34, Seafont Master Plan.</a>	Portsmouth City Council, developers, others
Playing Pitches	Provide new playing pitches where possible or enhance existing pitches. In response to needs identified in the Playing Pitches study. Considered important to meet the Council's health and wellbeing objectives. The Playing Pitches study is now increasingly considered out of date and will require updating.	Citywide. As per identified needs where deficiencies exist	Dependent on projects identified	Capital bids, external grants, neighbourhood CIL, parks budget	Ongoing. Across Plan period	Important	<a href="#">Playing Pitches Study, Open Spaces assessment, GI background paper</a>	Portsmouth City Council, developers
City Centre Green Infrastructure	New Local Plan policy identifies that all new development in the city centre should leave it greener than it was prior to development. New development should assess green infrastructure provision using the council's urban greening factor tool and demonstrate an increase in GI cover. Cumulatively this is intended to green the city centre and achieve a range of benefits including economic, social and environmental	City Centre. Refer to Figure 6.1 GI policy	Unknown. Dependent on development delivered in the city centre	Developer contributions.	Ongoing. Throughout Plan period	Important	<a href="#">GI background paper</a> (Appendix A), <a href="#">Local Plan</a>	Portsmouth City Council, developers

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
North Portsea Island Flood and Coastal Erosion Risk Management (FCERM) Scheme	Construction of a high tide wader roost island. This will create a bird refuge without negatively impacting on other features of ecological interest. The construction works will form part of the Eastern Road Coastal Defence scheme. This is the fourth phase of the North Portsea island Coastal defence scheme.	The intertidal area of Langstone Harbour, just to the east of Eastern Road Portsmouth.	Any maintenance required will come from the annual maintenance budget, which is agreed annually with ESCP and Portsmouth City Council.	Developer contributions, FDGiA and other sources to be explored	2019-2020	Desirable		Solent Recreation Mitigation Partnership
Roosting refuge/Ecological restoration	Shingle recharge of key winter roosting sites and associated wintering bird interpretation/messaging. The works on the islands will create high tide roosting areas for birds to take refuge on, without negatively impacting on features of ecological interest. It will create approximately 5000m <sup>2</sup> of winter roosting and wider works establishing c20,000 m <sup>2</sup> of wetlands as upper and lower saltmarsh within the harbour. The site is within the Chichester and Langstone Harbour SPA, and has Ramsar and SSSI designation.	Langstone Harbour islands and Hayling West Oysterbeds	Undetermined	This is part of a wider Life funded project. Without external funding, the RSPB would not finance the work alone	Undetermined	Desirable		Solent Recreation Mitigation Partnership, RSPB
Food Waste Collection (Recycling) - Expansion to include a further round each day	Addition of a collection vehicle that will enable the expansion of the current weekly food waste collection service to a further 8,000 to 9,000 properties.	Citywide	£221,000	Capital Budget	2019-2021	Important	<a href="#">Capital Budget</a>	PCC - Environment
Anaerobic Digestion Plant	Construction of an anaerobic digestion plant to break down organic matter, including food waste, to produce biogas and biofertiliser.	Undetermined	£22.2m. PCC allocation: 200,000.	PCC, other sources to be explored	Beginning 2020. Long-term aspiration.	Important	<a href="#">Capital Budget</a>	PCC - Environment

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Single Material Recycling Facility	Council contribution towards a £42m investment in a new Single Materials Recovery Facility (SMRF) serving the whole of Hampshire, including the unitary authorities of Portsmouth and Southampton. This facility will replace 2 existing Material Recovery Facilities (one in Portsmouth and the other near Alton)	Undetermined	£42m	Council contribution: £4,838,400, other sources to be explored	2019-2021	Important	<a href="#">Capital Budget</a>	PCC - Environment
Wind Turbines at the Port	Port Installation of up to 9 wind turbines at the Port. The electricity generated by the wind turbines to be utilised by the Port and potentially Portico. There is also potential for surplus electricity generated to be sold back to the grid	Port	£2.7m. Council contribution: 800,000	PCC, other sources to be explored	2020-2021	Important	<a href="#">Capital Budget</a>	PCC
<b>EDUCATION</b>								
Primary School Sufficiency.	Provision of 1700 primary school places to meet the increasing demand. Expansion of Primary Schools to meet the demand for school places.	Ark Ayrton Primary, Cottage Grove Primary, Craneswater Junior, Highbury Primary, Mayfield, 'All through' Moorings Way Infant, Newbridge Junior; Northern Parade Infant and Junior Portsdown Primary;	£12m	Department for Education Grant Funding	2014-2018	Important	<a href="#">Primary School Place Strategy 2019-2024</a>	Portsmouth City Council - Children, Families and Education

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
		Stamshaw Junior; Westover Primary						
Primary School Expansion	Continue to review and plan the number of pupils requiring primary school places.  Expansion of existing schools/new school provision to meet the demand from new housing dwellings in the Tipner area / to provide new school places arising from new development	Tipner	Unknown at this stage.	Unknown at this stage	Unknown at this stage	Important		Portsmouth City Council - Children, Families and Education
Secondary School Strategy	Expansion of Secondary Schools to meet the demand for school places: Provision of over 1,000 secondary school places to meet the increasing demand. Continue to review and plan the number of pupils requiring primary school places beyond 2020.	Admiral Lord Nelson; Charter; Portsmouth Academy; St. Edmunds; Trafalgar.	£16.5m	Department for Education Grant Funding and Council Corporate Reserves	2020	Important	<a href="#">Secondary School Place Strategy 2019-2024</a>	Portsmouth City Council - Children, Families and Education
Replacement of Harbour School (Fratton)	The refurbished Vanguard Centre to be used as a new base for the Harbour at Fratton. The new provision will provide fit for purpose accommodation for pupils with challenging needs	Fratton	£3.2m	Department for Education Grant Funding and Council Corporate Reserves	2018	Completed	<a href="#">Special Provision and Alternative Provision Place Strategy 2019-2024</a>	Portsmouth City Council - Children, Families and Education
Closure of Willows Centre for Children and expansion of Cliffdale Primary Academy	Works underway to refurbish and provide accommodation to meet the changing needs of SEND pupils. Meeting the needs for SEND pupils whilst providing appropriate	Various	£2m	Department for Education Grant Funding and Council	2019	Completed	<a href="#">Capital Budget</a>	Portsmouth City Council - Children, Families and Education

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
New Special School	A new school for children with social communication needs and/or Autism and associated challenging behaviour and sensory needs.  Provision of a 66 place school for places to be commissioned by both Portsmouth City Council and Hampshire County Council	Wymering	Unknown at this stage	Department for Education Funded	2022	Important	<a href="#">Capital Budget</a>	Portsmouth City Council - Children, Families and Education
Priority School Building Programme	Replacement of worst condition accommodation: Arundel Court Primary Academy, Beacon View Primary Academy and Mayfield School. Replacement schools on the existing sites due to the poor condition of the original school buildings	Various	Unknown	Department for Education Funded	2019-2021	Important	<a href="#">Capital Budget</a>	Portsmouth City Council - Children, Families and Education
Sufficiency of Special School Places - Redwood Park Academy	To re-model (not expand) Redwood Park Academy so the school can provide places for children and young people with more complex special educational needs and disabilities. The impact of this is to reduce the need for more expensive out of city placements for these pupils and avoid the need to transport children to school out of the city.	Cosham	PCC borrowing £2,053,700; Total capital cost 3,053,700	PCC	2018-	Important	<a href="#">Capital Budget</a>	PCC - Education
Sufficiency of Special School Places - The Willows Centre	To increase capacity at The Willows Centre by remodelling internal spaces as classrooms for children with more complex special educational needs and disabilities. This is in response to an urgent increase in demand for Year 1 places for children and will reduce both the need for expensive out of city placements and associated transport costs and pressure on the High Needs Block of the Dedicated Schools Grant.	Hilsea	£400,000	PCC	2018-	Important	<a href="#">Capital Budget</a>	PCC - Education

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Forest School at Foxes Forest - Community Accessible Educational Centre	Provision of an open learning space for the City's schools' children to experience and learn about nature.	Milton	£125,000	PCC	2018-	Desirable	<a href="#">Capital Budget</a>	PCC - Education
<b>SUPPORTED HOUSING</b>								
Longdean Lodge	Supported living for 28 adults	Paulsgrove	£6.6m	PCC	Undetermined	Important	<a href="#">Capital Budget</a>	PCC - Housing, Neighbourhood and Building Services
Oakdene SJH Purchase & Remodelling	Supported living for 19 adults		£2.6m	PCC	2017-2022	Important	<a href="#">Capital Budget</a>	PCC - Housing, Neighbourhood and Building Services
Goldsmith Avenue	Supported housing for 5 adults		£265,000	PCC	Undetermined	Important		PCC - Housing, Neighbourhood and Building Services
Highgrove	Supported living for 5 adults		Undetermined	Undetermined	Undetermined	Important		PCC - Housing, Neighbourhood and Building Services
Tangier Road Children's Home	Provides for the delivery of two 2-bedded placement facilities next to the home. This will necessitate the re-siting of office space and renovation of the home itself. These placement facilities are an integral part of the successful "Staying Close" Social Care Innovation bid which aims to support the transition to independent living.		£495,000	PCC	2018-2020	Important	<a href="#">Capital Budget</a>	PCC - Children's Services
Beechside Children's Home	Requiring some specific renovation works to comply with regulations and standards		£55,000	PCC	2018-2019		<a href="#">Capital Budget</a>	PCC - Children's Services
Shearwater House - Backup Power Supply	Provide a backup power supply to Shearwater House to ensure the continued availability of essential electrical care equipment in the event of a mains power supply failure.		£50,000	PCC	2018-	Critical	<a href="#">Capital Budget</a>	PCC - Health and Social Care

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
307 Twyford Avenue - Refurbishment for Supported Housing	Building refurbishment to provide supported accommodation for Adult Social Care clients.		£190,000	PCC	2018-	Important	<a href="#">Capital Budget</a>	PCC - Housing & Property
4 Target Road - Refurbishment for Supported Housing	Building refurbishment to provide supported accommodation for Adult Social Care clients		£100,000	PCC	2018-	Important	<a href="#">Capital Budget</a>	PCC - Housing & Property
69 Goldsmith Avenue - Refurbishment for Supported Housing	Building refurbishment to provide supported accommodation for Adult Social Care clients		£160,000	PCC	2018-	Important	<a href="#">Capital Budget</a>	PCC - Housing & Property
Landlords Maintenance - Repairs across the whole City Council Estate	Estate The Council has landlord maintenance responsibility for over 2,000 operational assets. Detailed surveys are carried out and updated annually, to ensure that maintenance needs of all assets are recognised and planned for within the medium term maintenance programme. Remediation requirements are categorised according to their severity and impact. Only works classified as being of the highest priority will proceed. Proposed maintenance work combine a number of projects including building works, mechanical and electrical installations and plant refurbishments	Citywide	At least £ 2.14m	PCC; £2-3.5m unfunded	2019-2022	Important	<a href="#">Capital Budget</a>	PCC - Housing
Older Persons Supported Living (Extra Care Housing)	Extra Care Housing (ECH) meets the needs of vulnerable older people who require varying levels of onsite care and support. This project will fill an identified gap in Portsmouth for ECH as an alternative to residential care and also to support the Adult Social Care strategy of creating more person centred services that enable people to live the life they want to live. As a consequence of this	Various	£12.73m	PCC contribution: £4.5m	2019-2023	Important	<a href="#">Capital Budget</a>	PCC - Extra Care

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	project residents will have their own self-contained homes							
<b>HEALTH</b>								
St Marys Hospital	Comprehensive refurbishment of parts of the St Mary's site in support of the Community Health Care Campus model.  Increased use of all areas of the St Marys as a community Health HUB and in support of the NHS Long Term Plan	Milton	Solent NHS Trust	Further discussion required	To be confirmed	Critical		Portsmouth CCG
Cosham HC re-provision	Identify options for redesign and redevelopment of facilities in Cosham.	Cosham	Further discussion required	None identified S106/CIL to support	2019-22	Critical		Portsmouth CCG
Portsmouth Hospitals University	The Infrastructure needs of the health economy are collectively presented in the STP Capital Plan. This is a live and evolving document to identify the specific health infrastructure requirements and their relative priority across the Hampshire & Isle of Wight region. This document contains information relating to primary, secondary and community health care needs.	Citywide	Further discussion required	STP Capital Plan	To be confirmend	Critical		
University Practice re-provision	Relocation of the University Practice to a new site	City Centre	Further discussion required	Potential third party developer but S106 /CIL to support	2019-21	Critical		
GP estate re-provision/extension.	Ongoing re-development of GP Premises as part of Strategic Service Development Plan for Primary Care and in support of Primary Care Networks  Commissioning development of new Primary Care facilities to meet healthcare	Citywide	Further discussion required	None identified S106/ CIL to support	2019-36	Important		

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	pressures created by future housing development and changing needs							
Queen Alexandra Hospital	Additional Bed Capacity and associated facilities	Cosham	£10.8m	DHSC, CIL, Trust	2021-22	Critical	HLOW ICS Capital Plan	Portsmouth Hospitals University NHS Trust (PHU)
Queen Alexandra Hospital	Emergency Department Reconfiguration	Cosham	£58.2m	DHSC, CIL, Trust	2021-24	Critical	HLOW ICS Capital Plan	PHU
Queen Alexandra Hospital	Endoscopy Service Expansion	Cosham	£15m	DHSC, CIL, Trust	2022-23	Important	HLOW ICS Capital Plan	PHU
Queen Alexandra Hospital	Investment in Estates, IT and medical equipment to support ongoing service delivery and expansion to meet growth demand (Trust Capital Programme)	Cosham	£15m	DHSC, CIL, Trust	2021-22	Important	Trust Capital Plan	PHU
Pharmacy Manufacturing Unit	Investment to ensure continued supply to support service delivery and meet additional demands from growth	Cosham	£8m	DHSC, CIL, Trust	2022-23	Important	HLOW ICS Capital Plan	PHU
<b>TRANSPORT</b>								
Local Transport Plan implementation programme	The adoption of a Local Transport Plan (LTP) is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The LTP must contain two key elements a Strategy (containing a set of policies) and an Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy). A one year Implementation Plan Delivery Programme is developed each year which demonstrates how PCC will deliver against the outcomes of the LTP3 Strategy.	Citywide	£4,913,764 (reviewed annually)	DfT LTP integrated transport allocations, development contributions, specific grants, S106, other City Council Capital Resources	2011-2031	Critical	<a href="#">Portsmouth Local Transport Plan 3</a>	Portsmouth CCG
SEHRT Future phases	These phases will identify and address problems such as long travel times Cosham - City relative to car, and poor interchange with rail at Cosham.	Citywide	up to £100m	LTP/DfT	LTP4 Year 5 LTP4 Year 10 LTP4 Year 16			

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	Work will include problem identification, optioneering, feasibility investigation, development of Business Cases and funding applications.							
Horsea Link bridge	To provide a public transport link between Tipner and Horsea Island.	Horsea Island	c. £20 million	Undetermined	LTP4 Year 2 to Year 16	Important		Portsmouth City Council - Transport
Bus depot	This could facilitate either electric or hydrogen powered buses and possibly use by a new operator.	Undetermined	c. £10 million	Undetermined	LTP4 Year 5	Important		Portsmouth City Council - Transport
Junction signalisation and signals upgrades.	Upgrade of a number of signalised junctions around the city, installation of MOVA	Citywide	£ 5,500,000	Undetermined	2023-25	Critical		Portsmouth City Council - Transport
C-ITS Pilots	Moving successful C-ITS proof-of-concept trials into wider pilots.	Citywide	£ 850,000	Undetermined	2022-2025	Important		Portsmouth City Council - Transport
Replacement and new VMS	Replacement and new VMS around the city, including the M275 southbound gantry signs.	Citywide	£ 510,000	Undetermined	2022-2023	Critical		Portsmouth City Council - Transport
Improve cycle infrastructure on Eastern road		Eastern Road	£ 500,000	Undetermined	Within 5 years	Desirable		Portsmouth City Council - Transport
Off-street chargepoint provision (following feasibility and procurement processes)	Provision of off-street residential chargepoints in all PCC car parks for public, contractors and staff use.	Citywide	£310,000	Internal capital bid, or supplier funding model that has no or low cost	2021-2030	Important		Portsmouth City Council - Transport
Gunwharf Road PUFFIN crossing	Outcome of OPATS -Provide new PUFFIN crossing across Gunwharf Road adjacent to Gunwharf Quays South gate	St Thomas	£ 100,000		by 2026	Desirable		Portsmouth City Council - Transport
Active Travel Improvements including Quieter Routes Improvements	Small-scale infrastructure improvements (such as cycle parking, signage and lining) across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling.	Citywide	£ 100,000	Parking reserve	2018 - current (on hold pending review)	Desirable		Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	Also by encouraging new cyclists, through use of the 'Quieter Routes' this will help increase the modal shift set out in government targets which are shared by the city council (Cycling and Walking Investment Strategy (CWIS) aims to double numbers of people cycling by 2025).							
High St/Peacock Ln crossing	Outcome of OPATS - Provide New crossing facility (Zebra or refuge) at High Street to improve opportunities for safe crossing	St Thomas	£ 70,000.00		by 2026	Desirable		Portsmouth City Council - Transport
Traffic count sites	Install further traffic count sites to provide information on usage of the road network.	Citywide	£ 70,000.00		ASAP	Desirable		Portsmouth City Council - Transport
Bus priority system to other junctions after TCF	Further rollout of a bus priority system to other junctions after TCF	Citywide	£ 50,000.00		2022/23	Desirable		Portsmouth City Council - Transport
Local Transport Plan 4 Strategy	This will provide a robust evidence base with strong linkages to other policies such as the Solent Local Economic Partnership (LEP) Strategic Economic Plan, and the emerging Portsmouth Local Plan. The updated LTP4 will cover the same time period as the emerging Portsmouth Local Plan up to 2034. Set out the city's strategic needs and priorities over the next 20 years. It will also retain the shared long-term strategy for South Hampshire to 2031.	Citywide	£1.5m (initial costs)	DfT LTP integrated transport allocations; Development contributions; Specific Grants; Other City Council Capital Resources	2019-2034	Critical	<a href="#">Capital Budget</a>	Portsmouth City Council - Transport
Air Quality programme - Bus retrofit	Funding from DEFRA for the implementation of a bus retrofit programme for. The retrofit programme will upgrade bus services to the higher emission standard of Euro VI. There will be 105 First and Stagecoach buses requiring retrofit, as part of their regular route schedule for this location, 68 First buses and 37 Stagecoach buses.	Various. road link 48196 - A3, Mile End Road between the southern end of the M275 and Church Street roundabout, and road link 18114 – A3,	£1,577,737	DEFRA	2019-2020	Critical	<a href="#">Air Quality Local Plan Update</a>	Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	Bus retrofitting will also have strategic, wider air quality benefits as the retrofitted vehicles will travel along the other roads in the city.	Alfred Road between Hope Street roundabout and the Queen Street / Anglesea Road / Alfred Road intersection						
South East Hampshire Rapid Transit TCF - Tranche 1	Install MOVAs and MOVAs with bus priority system, following PCC and Hampshire CC success in Stage 1 of the Transforming Cities Fund to enable a joint bid for the South East Hants Rapid Transit Network to advance to the Full Business Case stage.	Eastern Road Farlington/ Eastern Road Havant Road, Copnor Road to Burrfields and Fratton Road/ Lake Road/ St Mary's;	£4 million	Department for Transport's Transforming Cities Fund, joint working with Hampshire County Council	2019-2023	Critical	<a href="#">Transforming Cities Fund</a>	Portsmouth City Council - Transport, Department for Transport
South East Hampshire Rapid Transit TCF - Tranche 2	Development of the South East Hampshire Rapid Transit funding bid, to the Department for Transport's Transforming Cities Fund, to produce strategic outline business case to improve transport links and promote local growth, with detail of the infrastructure packages.  The bid for Tranche 2 funding proposes additional investment that if successful could provide more jobs, better air quality and improved connectivity.	Citywide and South East Hampshire	£4.9m	Tranche 2 funding outcome anticipated in 2020.	2019-2023	Critical	<a href="#">Transforming Cities Fund</a>	Portsmouth City Council - Transport, Department for Transport
Smart Cities - ITS	Intelligent Transport Systems (ITS) are a key enabler to the economic regeneration aspirations of Portsmouth City Council. Traffic is predicted to increase volume on a geographically constrained road network, thus requiring maximum	Various	Initial contribution: £500,000. Additional funding to be required.	PCC Capital Fund	2018-2020	Important	<a href="#">Capital Budget</a>	DEFRA, Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	capacity to be achieved without increasing journey times or compromising road safety. ITS can help to provide improved, reliable journey times for all modes, and increase the accessibility and accuracy of travel information within the city.							
Local Cycling and Walking Infrastructure Plans	<p>Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a new strategic approach to identifying cycling and walking improvements required at the local level.</p> <p>A network plan for walking and cycling which identifies preferred routes and core zones for further development.</p> <p>A prioritised programme of infrastructure improvements for future investment.</p> <p>A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.</p>	Citywide	£100,000 (initial costs)	Department for Transport, PCC Capital Fund, other sources to be explored.	2021	Important	<a href="#">Capital Budget</a>	Department for Transport, Hampshire County Council, Isle of Wight Council, Portsmouth City Council - Transport
New Platform at Portsmouth & Southsea	Platform at Portsmouth Harbour Station to be reinstated and new platform at Portsmouth & Southsea. May support both passenger and freight uses. Part of LTP4	Matalan site at Portsmouth & Southsea	Undetermined		Undetermined	Desirable		Department for Transport, Hampshire County Council, Isle of Wight Council, Portsmouth City Council - Transport
Ark Ayrton	School/pedestrian crossing improvement. This scheme will remove parking and widen pavements.	Blackfriars Rd - outside Ark Ayrton Academy School.	Undetermined	CIL	Undetermined	Desirable		Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Safer Roads Fund - Year 1	<p>Improving safety and reducing collisions. The A27 is a main arterial route running from Fareham into Portsmouth providing key access into the island city. The route is a mix of industrial, retail, education and residential use with 30mph and 40mph speed limits.</p> <p>Project deliverables: High Friction surfacing on Clement Attlee Way and Port Way junction approaches.</p> <p>Vehicle activated speed limit signage. Signs will re-affirm the lower limit to drivers transitioning from higher speed roads. Widening and removing obstructions Removal/realignment of road side clutter/obstructions along 2km of the shared cycle path on both north and south side.</p>	A27 between its junctions with Portsdown Road and junction 12/M275.	£226,500	Department for Transport	2017-2018	Important	<a href="#">Safer Roads Fund</a>	Portsmouth City Council - Transport
Safer Roads Fund - Year 2	<p>The A27 is a main arterial route running from Fareham into Portsmouth providing key access into the island city. The route is a mix of industrial, retail, education and residential use with 30mph and 40mph speed limits.</p> <p>The overall aim of the scheme is to reduce fatal and serious injuries along the full length of the route. The countermeasures being proposed relate to reducing KSI collisions between vehicles, pedal cycles and pedestrians, whilst also improving pedal cycle and pedestrian accessibility. The crossing will provide cyclists and pedestrians with traffic free</p>	Facility at the north junction of the A27 with Compass Road	£61,000	Department for Transport	2019-2020	Important		Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	accessibility, connecting the strategic shared cycle/pedestrian route.							
Isambard Brunel Car Park	PCC intends to instigate a proactive management regime and the development of a Life Care Plan according to the recommendations of the Institution of Civil Engineers, Recommendations for the Inspection, maintenance and management of car park structures.	Alec Rose Lane	£705,000	PCC Capital Fund	2019-2021	Desirable	<a href="#">Capital Budget</a>	Portsmouth City Council - Transport, Education
Public Realm - Improvements to Station Square & Isambard Brunel Road	Improvements to public realm.	City Centre	£794,000	PCC Capital Fund	2019-2021	Desirable	<a href="#">Capital Budget</a>	Department for Transport, Portsmouth City Council - Transport
Cooperative Intelligent Transport Systems - C-ITS	<p>This programme of work, which was started in 2018/19 comprises a number of schemes that involve investigating and trialling new technologies to enable smart transport infrastructure within the City.</p> <p>A network of 20 blue-tooth journey-time sensors were previously procured and installed, around the Eastern corridor of the city. The data from these sensors is collated into a data platform, where route performance can be evaluated in real-time against free-flow conditions.</p> <p>During 2018/19 further work was undertaken to trial V2X technologies, to establish data connectivity between vehicles and the road infrastructure, to enable the testing of a number of use-cases.</p>	Citywide.	£303,000.	Department for Transport, PCC Capital Fund	2017-2021	Desirable	<a href="#">Capital Budget</a>	Department for Transport, Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Cycle Signs and Infrastructure	For the creation of physical wayfinding along the quieter route network To respond to a list of 'Quick Wins' provided by the Portsmouth Cycle Forum that look to address several issues in the city	Various.	£100,000	PCC Capital Fund, CIL	2019-2021	Desirable	<a href="#">Capital Budget</a>	Portsmouth City Council - Transport
Central Corridor	Construction of raised tables and improvements to the cycle lane. Both aim to improve safety amongst drivers and cyclists.	Various sites along the A2047	£566,000	PCC Capital Fund	2018-2021	Important	<a href="#">Capital Budget</a>	Portsmouth City Council - Transport
Eastern Corridor Road Link Improvements	Improvements to key junctions, existing cycle routes connecting the main cycle routes to surrounding areas, reviewing existing railings and safety barriers, reviewing existing road markings and improving facilities for bus users.	Eastern Corridor	£1m	PCC Capital Fund	2017-2021	Critical	<a href="#">Eastern Corridor</a>	Portsmouth City Council - Transport, Department for Transport
Eastern Road Water bridge	Planned work to prevent structural damage and apply special corrosion resistant paint on the Eastern Road Water Bridge.  Will prevent further damage to the structure to the bridge, which is one of the major routes on and off the island. Structural concrete repairs and general improvement works may also take place.	Eastern Road Water Bridge	£1,64m	PCC Capital Fund	2017-2021	Critical	<a href="#">Eastern Road Water Bridge Works</a>	Portsmouth City Council - Transport
Bike Hangars	Trial of secure bicycle storage on the network in areas where cycle parking is difficult (i.e. terraced houses).	Various.	£30,000	PCC Capital Fund	2020-2021	Desirable	<a href="#">Capital Budget</a>	Portsmouth City Council - Transport
On-Street Residential Electric Vehicle Chargepoint Scheme	3 year trial of 36 on-street charge points providing on-street charging facilities for a three year trial period.	Various.	£100,000	Office for Low Emission Vehicles (OLEV), PCC	2019-2022	Important	<a href="#">Electric Charge Points</a>	Department for Transport, Portsmouth City Council - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Parking Strategy	Development of Portsmouth's parking strategy that will include key principles and a longer-term vision for the Council's future parking provision in Portsmouth.	Citywide.	£49,348	PCC Capital Fund	2020	Important		Portsmouth City Council - Transport
City Centre Public Realm	This scheme will improve the attractiveness of public realm around the City Centre and improve its vibrancy for residents and visitors.	City Centre	£500,000	PCC	2018-2019	Important	<a href="#">Capital Budget</a>	Portsmouth City Council - Transport
Angelsea Road Crossing	Works to improve access.	Angelsea Road	£500,000	PCC	2018-2021	Important	<a href="#">Capital Budget</a>	OLEV, Portsmouth City Council - Transport
Hard Public Transport Interchange	<p>The Hard Interchange is a bus and coach station owned and operated by Portsmouth City Council.</p> <p>Linking with Portsmouth Harbour Rail Station, the Gosport Ferry and the Isle of Wight, there are currently around 850 local bus departures and 70 scheduled intercity coach departures per day and a footfall of roughly 8 million annually since its opening.</p> <p>The Hard Interchange is the closest stop for many of Portsmouth's attractions, including Gunwharf Quays, Portsmouth Historic Dockyard and Southsea.</p>	City Centre	Capital Programme: 11.72m (to 2019)	Portsmouth City Council Capital Fund, S106	Main works completed. Maintenance ongoing.	Completed	<a href="#">The Hard Interchange</a>	Portsmouth City Council - Transport
Palmerston Road Improvements	Improvements to road network and public realm.	Palmerston Road	£500,000	PCC Capital Programme	2016-c.2026	Desirable	<a href="#">Capital Budget</a>	PCC - PRED
Replace Residential Street Lighting With LED	Work was started on the roll out of 14,500 "LED "luminaires" and accompanying "nodes" fitted to street lighting columns initially on the Tertiary Road networks. Fitting on the Primary & Secondary road networks - completing all 14,500 by	Citywide	£5.26m	PCC	2019-2021	Important	<a href="#">Capital Budget</a>	PCC - Traffic and Transportation

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	end of 2019. Each LED lamp communicates with a remote Control Management System or "CMS" allowing the transmission of data such as roadside pollution monitoring equipment or road surface temperature sensors.							
Port LGV - Electrification of Light Goods Vehicles	Replacement of 5 diesel light goods vehicles at the port with electric vehicles	Port	£100,000. Council contribution: £20,000	PCC	2020-2021	Important	<a href="#">Capital Budget</a>	Portsmouth City Council
Full Business Case For Extension to Tipner Park & Ride Multi Storey Car Park	The provision of an expanded Park and Ride site is key to the economic development of both the Tipner and City Centre developments. In collaboration with stakeholders, this investment will allow the Council to prepare a full business case for a facility that meets the future need of the City.	Tipner	£500,000	PCC	Undetermined	Important	<a href="#">Capital Budget</a>	PCC- City Development
One Way Streets and Low Traffic Neighbourhoods	Identification and conversion of suitable streets to one way traffic and the installation of traffic calming measures	Citywide	£120,000	PCC	2020-	Desirable	<a href="#">Capital Budget</a>	PCC - Traffic & Transportation
Continuous Improvements to Neighbourhood Living and Street Environment	Continuing the construction of neighbourhood and street improvements that will lead to better use of 'fence to fence' space and improved access arrangements for pedestrians, cyclists and motor vehicles across the city. Types of improvements include an extension of the successful verge hardening schemes, dragon's teeth and kerb realignment to improve access for emergency vehicles and schemes that better segregate parking and clear-ways for pedestrians and wheel chair users	Citywide	£240,000. PCC allocation: £100,000	PCC	2020-	Desirable	<a href="#">Capital Budget</a>	PCC

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Life care protection - Hard Interchange	Life care protection and possible cathodic protection as a method of protecting the under-deck metal supports at the Hard Interchange from corrosion, due to their continued exposure to salt water. This scheme will extend their life and ensure that future maintenance costs are considerably reduced. Without protection the supports will corrode prematurely.	The Hard Interchange	£1.3-2m	Currently unfunded. Various sources to be explored	2021	Important	<a href="#">Capital Budget</a>	PCC - Transport
Western Corridor - South	As part of an overall strategic approach to improve traffic flows through the main arteries of the city, this project will appraise options for improvements to the south of the proposed new city centre road development. It will ensure that the improvements delivered from that project will continue to the major attractions of the Historic Dockyard and Gunwharf Quays, as well as onward destinations from the Hard.	Western Corridor - South	£120,000	PCC	2021	Important	<a href="#">Capital Budget</a>	PCC - Traffic & Transport
LAQP	A charging Clean Air Zone will result in a daily charge being issued to non-compliant HGVs, Buses, Coaches, Taxis and private hire vehicles for entering the zone.	All wards	£ 3,067,866	JAQU Implementation Fund	2021-2024	Important	<a href="#">LAQP</a>	PCC - Transport
LAQP	Financial support for to upgrade non-compliant taxis/ PHVs (CAF)	All wards	£ 604,500	Clean Air Fund. Grant funding to be used towards replacement of non-compliant vehicles with compliant types.	2021	Important	<a href="#">LAQP</a>	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
LAQP	Financial support to upgrade non-compliant buses and coaches (CAF)	All wards	£ 495,000	Clean Air Fund. Grant funding to be used towards replacement or retrofit of non-compliant vehicles with compliant types.	2021	Important	<a href="#">LAQP</a>	PCC - Transport
LAQP	Financial support to upgrade non-compliant HGVs (CAF)	All wards	£ 576,000	Clean Air Fund. Grant funding to be used towards replacement or retrofit of non-compliant vehicles with compliant types.	2021	Important		PCC - Transport
CAF Funding	LAQP Staff to administer grant funding and promote funding opportunities to affected individuals/businesses	Citywide	£ 169,500	Clean Air Fund	2021	Important	<a href="#">LAQP</a>	PCC - Transport
Development of the Full Business Case	LAQP PCC staff time and consultants technical fees to develop Portsmouth Local Air Quality Plan Full Business Case	Citywide	£ 923,575	JAQU Implementation Fund	2020	Critical	<a href="#">LAQP</a>	PCC - Transport
Rapid EV charging points for taxis/ PHVs	Rapid EV charging points for use by taxi/ PHVs to be located at taxi ranks and other key locations around the city as advised by the trade.	Citywide	£ 537,367	Clean Air Fund	2021	Critical	<a href="#">LAQP</a>	PCC - Transport
Car Clubs	Air Quality Improvement Research into the demand for a car club to be carried out early 2021	Citywide	£ 126,500	2020/21 capital	2021-23	Desirable		PCC - Transport
Eastern Road	EATF2 Extension of the existing off road shared use path to create space for segregated cycle lane - extension of the existing off road	Eastern Road - from the junction of Airport Service	516000 - £416,000 (EATF Tranche 2)	EATF Tranche 2 and Capital budget	2023	Important		PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	shared use path to create space for segregated cycle lane.	Road and Burrfields Road	and £100,000 of capital budget					
Prioritising Walking and Cycling	Eastern Road Cycle improvements	Eastern Road	£ 500,000		2023	Important		PCC - Transport
Prioritising Walking and Cycling	The overall aim of the scheme was to reduce fatal and serious injuries along the full length of the route. The primary measure identified a crossing facility being provided at the north junction of the A27 with Compass Road. The crossing will provide cyclists and pedestrians with traffic free accessibility to the junction with Compass Road, connecting the strategic shared cycle/pedestrian route.	Southampton Rd/Compass Rd	£112,135 (estimate)	A27 Safer Roads fund. DfT / LCWIP	2021	Important		PCC - Transport
Prioritising Walking and Cycling	The city's first dedicated continuous cycle facility along a 3.7km corridor between Fratton Way roundabout to the Hard interchange via the city centre using cycling to respond to both public health and transport needs within the city. Fratton to The Hard Active Travel Corridor Phase 1 (Phase one is part of route 801 - Section 4 (between Fratton Way and Fratton Bridge), Phase 2 is from Fratton Bridge - Isambard Brunel Road Rbt.	Charles Dickens/ St Thomas.	£ 245,000	Need to retender - lead engineer has given in notice and a new engineer needs to be appointed.	When new contractors and new engineer is appointed then scheme can progress. if completed alongside Colas LCR resurfacing then 2020/21 completion. If completed alongside SERHT/TCF route then 2023 completion.	Desirable		PCC - Transport
Fratton-Hard Active Travel Corridor Phase 2	Continuation funding for the city's first dedicated, continuous cycle facility along a 3.7km corridor between Fratton Way roundabout to the Hard Interchange via the city	Charles Dickens/ St Thomas	£ 200,000	LTP 3	To be completed by 2023	Desirable	LTP3 20/21	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	centre, using cycling to respond to both public health and transport needs within the city.							
Safer Routes to School	Changes to Mayfield Road to accommodate new entrance; Changes to Upper Arundel Street to accommodate St edmunds new entrance; pedestrian refuge and signage at Portsdown Road/Gilman Road	Copnor/Charles Dickens/Drayton and Farlington	£70,000	LTP 3	2022	Desirable	LTP 3	PCC - Transport
Richmond Rd / Victoria Rd South junction improvements	Improvements to junction to increase visibility and lower speeds to reduce the number of accidents in this location.	St Jude	£100,000	LTP 3	2022	Desirable	LTP 3	PCC - Transport
Casualty and Speed Reduction Measures	The aims of this programme are to be responsive to residents' and Councillors speeding concerns, to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and encourage the use of active travel modes. Speed reduction measures may take the form of raised tables, speed cushions and junction treatments including buildouts and coloured markings/hatching.	Dysart/Mansvid/Tregaron Junction Castle Rd and Havant Road junction of Lower Farlington Road - coloured surfacing	£55,000	LTP3	2022	Desirable	LTP 3	PCC - Transport
<a href="#">South East Hampshire Rapid Transit (SEHRT)</a>	<ul style="list-style-type: none"> <li>• Provide bus gate at Sundridge Close and at-grade crossing to replace subway</li> <li>• Revised line markings to better manage traffic flow and balance queues</li> <li>• New bus lane to lead into stop at Spur Road (from High Street traffic lights)</li> <li>• Widened footway and cycleway at Southampton Road</li> </ul>	Spur Roundabout, Cosham	£7,736,750	TCF	2023	Critical	<a href="#">Transforming Cities Fund</a>	PCC - Transport
Portsbridge area junctions	Traffic signals added at A27	Portsbridge area junctions, Halsea/Cosham	£2,542,890	TCF	2023	Critical	<a href="#">Transforming Cities Fund</a>	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	<p>Western Road and A397 Northern Road</p> <ul style="list-style-type: none"> <li>• Bus gates at Northern Road and Hilsea Lido (in place of existing bus lane merge)</li> <li>• A2047/A3 junction signalised and U-turn banned – bus lanes retained on approaches</li> <li>• New Toucan crossing at Northern Road and widened shared cycle path to west of roundabout</li> </ul>							
Lake road corridor	<p>New bus priority lane approaching city centre</p> <ul style="list-style-type: none"> <li>• New bus priority lane travelling toward Fratton</li> <li>• Roundabout junction replaced with traffic signal junction</li> <li>• At-grade crossings and early release-cycle signals at new junction</li> <li>• Ties into Cycle 301 – Eastern Cycle route</li> <li>• Addresses cycle casualty hotspot at roundabout</li> </ul>	Lake Road Corridor, Charles Dickens	£ 4,460,202	TCF	2023	Critical		PCC - Transport
City Centre North Link	<ul style="list-style-type: none"> <li>• New bus-only link between Commercial Rd Nth and Unicorn Road</li> <li>• In-bound bus lane at Marketway to Cascades approach</li> <li>• Outbound buses routed via Charlotte Street to Commercial Rd North</li> <li>• Bus priority on-road and/or at signals</li> <li>• Future redevelopment plans to be shaped by the bus priority established by this scheme</li> </ul>	City Centre North Link, Charles Dickens	£ 3,792,591	TCF	2023	Critical	<a href="#">Transforming Cities Fund</a>	PCC - Transport
City Centre South Link	<ul style="list-style-type: none"> <li>• New bus-only link between Commercial Rd and Isambard Brunel Road</li> </ul>	City Centre South Link	£ 2,633,516	TCF	By March 2023	Important	<a href="#">Transforming Cities Fund</a>	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	<ul style="list-style-type: none"> <li>• Replace mini-roundabout with crossroads junction</li> <li>• Improved pedestrian crossing facilities</li> <li>• Improved environment for cyclists and pedestrians with opportunity for public realm improvements to "Station Square"</li> <li>• Remove priority gate to allow twoway flow – add pedestrian facilities</li> <li>• Links to Walk 80 route</li> </ul>							
Rudmore Roundabout	<ul style="list-style-type: none"> <li>• Remove guarded left-turn at Wharf Road to allow two-lane exit from Rudmore RAB</li> <li>• Allows two lanes from A3 Stamshaw Rd &amp; Kingston Crescent to travel to M275 NB – improved capacity</li> <li>• Bus gate at NB slip from Mile End Road</li> </ul>	Rudmore Roundabout Charles Dickens	£ 1,962,715	TCF	2023	Important	<a href="#">Transforming Cities Fund</a>	PCC - Transport
Eastern Cycle Route	<ul style="list-style-type: none"> <li>• Comprises improvements identified for LCWIP route sections 301-8, 301-9, 301-C &amp; 301-13</li> <li>• Widen footpaths to provide segregated path for off-road cycling/walking</li> <li>• Give priority across minor side roads/accesses</li> <li>• Provide safe crossing points</li> </ul>	Eastern Cycle Route (This is route 301, sections 8, 9, C and 13).	£ 2,560,415	TCF	By March 2023	Important	<a href="#">Transforming Cities Fund</a>	PCC - Transport
Goldsmith Cycle Route	<ul style="list-style-type: none"> <li>• Comprises improvements identified for LCWIP route sections 801-A, 801- B, 801-4 &amp; 801-6</li> <li>• Widen/improve footpaths to provide a segregated path for off-road cycling/walking</li> <li>• Improve crossings for access to cyclists</li> <li>• Implement point closures where possible</li> </ul>	Various		Goldsmith Cycle Route Easter Cycle Route, Goldsmith and Fratton Guidhal route share same budget	By March 2023	Important	<a href="#">Transforming Cities Fund</a>	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
Fratton-Guildhall Route (walking route 80 re LCWIP)	<ul style="list-style-type: none"> <li>Comprises improvements identified for LCWIP route sections 80-1, 80-2, 80-3, 80-4 &amp; 27-1</li> <li>Widen/improve footpaths to provide an additional segregated path for pedestrians</li> <li>Reduce crossing distances</li> <li>Implement point closures where possible</li> <li>Rationalise street furniture</li> </ul>	Fratton-Guildhall Route (walking route 80 re LCWIP)		Easter Cycle Route, Goldsmith and Fratton Guildhall route share same budget	By March 2023	Important	<a href="#">Transforming Cities Fund</a>	PCC - Transport
Park & Ride Expansion - Business case	Park & Ride Expansion. Increasing capacity of Tipner P&R - business case	Tipner	£ 500,000		By March 2023	Important		PCC - Transport
Public Transport Strategy	This document will set out the Vision, Strategic Objectives and Policies covering bus, SEHRT, rail and passenger ferry services over the LTP period. It will include an assessment of the current situation, the challenges and opportunities, the achievements to date and an action plan - which will include policy based option assessment criteria.	Citywide	Undetermined			Critical	LTP4 Year 2	PCC - Transport
Trial of dynamic demand responsive transit (DDRT)	Flexible, "street corner to street corner DDRT services offer the opportunity to improve public transport connectivity in areas where the viability of traditional bus services is limited. They offer a service on demand (booked via apps) and can provide integrated links to the main public transport networks, connecting key destinations in areas of "thinner" public transport provision. A trial of DDRT in at least one part of the Solent FTZ area is proposed (currently paused, subject to review of viability in light of Covid-19 impacts on people's propensity/	Citywide	Undetermined	FTZ	LTP4 Year 2	Important	<a href="#">Future Transport Zone</a>	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	willingness to use public transport services).							
Mobility as a service trial	Creation and trial of a new Mobility as a Service platform integrates planning and payment for multiple modes of transport, capitalising on technology to provide an end-user with convenient and seamless travel. These trials will seek to extend the existing Solent Go product range onto a MaaS app and integrate these existing and new see below) ticketing options with planning, payment and ticketing of existing (eg bus, rail, ferry) and planned new (eg e-scooter, e-bike, DDRT) travel options. The app will be trialled across both the general public, and more detailed/controlled University research projects	Citywide		FTZ	LTP4 Year 2	Desirable	<a href="#">Future Transport Zone</a>	PCC - Transport
Solent Continuous Modular Strategic Plan	Rail industry plan to deliver more frequent train services to Southampton and Eastleigh. Infrastructure measures include reinstating platform 2 at Portsmouth Harbour and providing an additional low level platform at Portsmouth & Southsea station.	Citywide	up to £100m	DfT/Network Rail/rail industry	Undetermined	Critical	LTP4 Year 2	PCC - Transport
CITS	DfT funded project to implement journey-time monitoring and explore V2X (connected vehicles)	Citywide	£ 303,000	DfT & LTP	2021	Important		PCC - Transport
Casualty and Speed Reduction Measures	The aims of this programme are to be responsive to residents' and Councillors speeding concerns, to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and encourage the use of active travel modes. Speed reduction measures may take the form of raised tables, speed	Various	£ 200,000			Important	LTP 21/22	PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	cushions and junction treatments including buildouts and coloured markings/hatching.							
Safer Routes Improvements	Reactive works which can include, but not limited to installation of bollards, barriers, signage and dropped-kerbs	Citywide	£ 150,000	LTP 21/22	March 2022	Critical	LTP 21/22	PCC - Transport
Active Travel Improvements including Quieter Routes Improvements	Small-scale infrastructure improvements (such as cycle parking, signage and lining) across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling. Also by encouraging new cyclists, through use of the 'Quieter Routes' this will help increase the modal shift set out in government targets which are shared by the city council (Cycling and Walking Investment Strategy (CWIS) aims to double numbers of people cycling by 2025).		£ 100,000		March 2022	Important	LTP 21/22	
Early Release Low Level Cycle Signals	Implementation of early release cycle signals to improve cycle safety at junctions and promote active travel.	Proposed locations: 1) Fratton Road j/w Arundel Street 2) Norway Road j/w Copnor Road	£ 40,000			Important	LTP 21/22	PCC - Transport
Wharf Road Tiger Crossing	Current zebra used extensively by cyclists on Western active travel corridor which needs to be upgraded to a Tiger crossing to conflict with pedestrians.	Nelson	£ 140,000			Important	LTP 21/22	PCC - Transport
Old Portsmouth Area Safety Improvements	Programme of spend to address the improvements identified through the Old Portsmouth Area Study.	St Thomas	£ 115,000			Important	LTP 21/22	PCC - Transport
Prioritising Walking and Cycling	Including consideration of tiger crossings, 3D crossings involve optical illusions to slow traffic and	Crossing facilities	£ 50,000	LTP 21/22	March 2022	Important		PCC - Transport

Project/ Infrastructure	Description	Location	Estimated Cost	Identified funding	Timescale	Level of Need	Relevant Document	Lead organisation(s)
	create a more safe environment, so encouraging walking and cycling.							
The Workplace Sustainable Travel Fund	Will offer local businesses the opportunity to apply for up to £3,000 of funding towards sustainable travel projects for their workplace/ staff travel, with a particular focus on walking and cycling. The funding will enable physical measures to be installed or used, and will be intended to support staff travel to and from work or work related journeys.	All wards	£ 50,000	Workplace Sustainable Travel Fund	LTP 21/22	Desirable		PCC - Transport
Traffic signal / VMS reconfiguration	To support changes to signals citywide and to protect the council's assets - VMS signage is excluded from the PFI contract, so any maintenance is to be funded by PCC.	All wards	£ 100,000		LTP 21/22	Important		PCC - Transport
Public Transport Infrastructure Improvements.	Small scale physical improvements to the network to enable the efficient operation of bus services leading to improved journey times and better passenger experience.	All wards	£ 50,000		LTP 21/22	Desirable		PCC - Transport
Delivering Cleaner Air	3 year trial of 62 On-Street electric vehicle charge points with marked charging bays in residential areas for those without off-street parking. Competitive Tariff rate option for contracted users and a pay-as-you-go system for casual users.	Baffins, Central Southsea, Copnor, Drayton & Farlington, Fratton, Hilsea, Milton, Nelson, Paulsgrove, St Jude, St Thomas	£ 229,853.25	ORCS Phase 2. ORCS - OLEV 75% Installation Grant	2020-2021	Important		PCC - Transport

## Appendix 2: Infrastructure Providers Consulted

Provider	Stage Consulted
Air Ambulance	1 & 3
Ambulance Service	1 & 3
British Gas	1 & 3
British Telecommunications	1 & 3
BT Openreach	1 & 3
Eastern Solent Coastal Partnership	1 & 3
Environment Agency	1 & 3
Friends of the Earth	3
Gosport Ferry	3
Gunwharf Quays	2 & 3
Hampshire Constabulary	2 & 3
Hampshire County Council	1 & 3
Hampshire Fire & Rescue Service	2 & 3
Highways England	1 & 3
Marine Management Organisation	1 & 3
Ministry of Defence	2 & 3
National Grid	1 & 3
Natural England	1 & 3
Network Rail Infrastructure Ltd	1 & 3
NHS Estates	2 & 3
NHS Portsmouth Hospitals Trust	2 & 3
NHS Portsmouth CCG	2 & 3
NHS Property Services	2 & 3
NHS Solent	2 & 3
NHS Southern Health	2 & 3
Portsmouth City Council Culture	2 & 3
Portsmouth City Council Early Years	1, 2 & 3
Portsmouth City Council Education	1, 2 & 3

<b>Provider</b>	<b>Stage Consulted</b>
<b>Portsmouth City Council Education Needs</b>	1, 2 & 3
<b>Portsmouth City Council Parks and Open Spaces</b>	1, 2 & 3
<b>Portsmouth City Council Public Health</b>	1 & 3
<b>Portsmouth City Council Strategic Developments</b>	2 & 3
<b>Portsmouth City Council Transport</b>	2 & 3
<b>Portsmouth City Council Waste Management</b>	1 & 2
<b>Portsmouth Football Club</b>	2 & 3
<b>Portsmouth International Port</b>	2 & 3
<b>Portsmouth Water</b>	1 & 3
<b>Premier Marinas</b>	3
<b>Residents' Association of Port Solent (RAPS)</b>	3
<b>Scotia Gas Networks</b>	2 & 3
<b>Solent Recreation Mitigation Partnership (SRMP) ('Bird Aware Solent')</b>	1 & 3
<b>Southern Electric</b>	1 & 3
<b>Southern Water</b>	1 & 3
<b>Sport England</b>	3
<b>University of Portsmouth Estates &amp; Campus Services</b>	2 & 3
<b>Virgin Media</b>	1 & 3
<b>Wight Link</b>	1 & 3

## Appendix 3 - Consultation Letter to Infrastructure Providers & Stakeholders (Stage 1 - 2019)

### Portsmouth City Council Infrastructure Delivery Plan

- A2.01 Portsmouth City Council is preparing a new Local Plan for the period 2016-2038.
- A2.02 In support of the previous Local Plan the Council prepared an [Infrastructure Delivery Plan \(IDP\)](#). The document identified the key infrastructure required to support development within the city in the period up to 2027, and how it will be delivered. The previous IDP was based on an expectation that some 584 dwellings per annum were required in the city during the period 2006-2027.
- A2.03 I am contacting you specifically on the issue of current plans and future needs for infrastructure to support growth in this area. We may have contacted you previously regarding this, but we now have more information on likely development.
- A2.04 To help all parties understand where development may come forward, the Council has published a Housing and Economic Land Availability Assessment (HELAA) which identifies land which may come forward over the plan period, and estimates the capacity of what might be delivered on each site. That document is published on the Council's website [here](#) as part of an evidence consultation, about which you may have been contacted under separate cover.
- A2.05 To develop this thinking further, and understand the infrastructure requirements associated with growth, there is a need for a revised IDP to cover the period up to 2038. Within this we will consider the impacts of delivering higher levels of development in response to evidence of high levels of housing need. The government has recently published a higher housing capacity we should consider. These numbers are set out in the chart below.

Scenario	Additional Dwellings per annum	Total additional dwellings 2016-2038
Estimated capacity in city	721	14,437
Housing Need	863	17,080

- A2.06 We therefore are currently testing the capacity of infrastructure to serve growth equal to 721 dwellings a year, or 14,437 homes 2016-36. However, this may change as the Plan progresses as we test whether more development can be delivered towards the higher figure of housing need.
- A2.07 To ensure that the Local Plan is informed with the most up to date information, I should be grateful if you would:
1. Consider the information set out in the published Infrastructure Delivery Plan and consider if the information it contains is still relevant; and
  2. Consider the potential levels of housing development in Portsmouth set out in the table above, the sites identified in the HELAA and the potential implications for your organisation.
  3. Advise us of any other factors we should be aware of when considering a new Local Plan setting out the need for housing, economic growth, environmental constraints and infrastructure requirements in the city.

A2.08 At this stage, any information you are able to provide, regarding areas of infrastructure requirements to support growth, funding constraints, and any significant considerations which could prevent development would be helpful.



## Appendix 4 - Consultation Letter to Infrastructure Providers & Stakeholders (Stage 3 - December 2020)

### DRAFT INFRASTRUCTURE DELIVERY PLAN (IDP)

- A3.01 We are contacting you because you have asked to be kept informed on planning matters in Portsmouth.
- A3.02 As part of preparing the new Local Plan, we are developing an Infrastructure Delivery Plan (IDP) which looks at the infrastructure facilities required to support the proposed level of growth in the city until 2038.
- A3.03 Currently it is predicted that Portsmouth will need to provide 854 dwellings a year, or 17,080 homes over the plan period. As a result there is a need to make sure an adequate supply of infrastructure-related services are provided to support residents' existing and long-term needs. This includes, schools, nurseries, and colleges, doctors and other healthcare providers, utilities such as gas and electricity, venues and other cultural places, transport, environmental protections and flood mitigation measures.
- A3.04 Following a previous survey in 2019, we are looking for your views on our preliminary findings relating to the infrastructure needs we have identified so far.
- A3.05 We invite your views on the infrastructure identified in the IDP given your past expression of interest in the Portsmouth Local Plan process. Further detail on the IDP documents can be found on the Council's website
- A3.06 We will be assessing your comments to help to inform the on-going development of the new IDP. Please email your responses to [planningpolicy@portsmouthcc.gov.uk](mailto:planningpolicy@portsmouthcc.gov.uk). If you have any questions regarding the consultation or the documents please get in touch.
- A3.07 The closing date for comments is the 12th of February 2021.

End of document