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# NOTICE OF MEETING

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**CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

**THURSDAY, 29 SEPTEMBER 2016 AT 4.00 PM**

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

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057  
Email: [joanne.wildsmith@portsmouthcc.gov.uk](mailto:joanne.wildsmith@portsmouthcc.gov.uk)

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**CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

Councillor Jim Fleming (Conservative)

### **Group Spokespersons**

Councillor Lynne Stagg, Liberal Democrat  
Councillor Stuart Potter, UK Independence Party  
Councillor Yahiya Chowdhury, Labour

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

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

**Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.**

## **AGENDA**

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Winter Maintenance Operational Plan 2016/17 (Pages 1 - 110)**

The purpose of the report by the PFI Network Coordinator - Highways PFI Team, is for the Cabinet Member for Traffic and Transportation to approve that the proposed Winter Maintenance Plan (WMP) will provide the required level of service as prescribed within schedule 4 of the Contract and legislation in order that it can be communicated to the relevant agencies and stakeholders.

**RECOMMENDED that the Winter Maintenance Plan be approved.**

**4 Residents' Parking Update (Pages 111 - 116)**

The purpose of the report by the Director of Transport, Environment & Business Support, is to update the Cabinet Member on progress with the review of parking zones in the last year and confirm the ongoing programme as published.

**RECOMMENDED that:**

- (1) the progress made to date on the review of parking zones is noted;**
- (2) the ongoing programme is confirmed as published;**
- (3) requests for permit parking continue to be recorded for future consideration.**

**5 Residents Parking Zone: Cosham Area (TRO 47/2016) (Pages 117 - 144)**

The report by the Director of Transport, Environment & Business Support, is to consider the consultation responses to the proposed BF parking zone, and agree the way forward.

**RECOMMENDED that the BF Park Lane parking zone is implemented as proposed, with the following exceptions:**

- (1) Parking bays are not marked out at this time (deleted from the TRO);**
- (2) Double yellow lines are not marked out at this time (deleted from the TRO).**

**6 Charges for Third Permits in Residents Parking Zones (Pages 145 - 154)**

The purpose of the report by the Director of Transport, Environment & Business Support is to seek approval to increase the charges for the third permits (Resident and Business permits) within residents' parking zones.

**RECOMMENDED that the Cabinet Member for Traffic & Transportation approves an increase in the charges for the third Resident and Business permits per household/business, from £120 to £510 and £360 to £510 respectively from the 1st January 2017.**

**7 A2047 Corridor Junction Treatments - Raised Tables (Fratton Road, Kingston Road and London Road) (Pages 155 - 168)**

The report by the Director of Transport, Environment & Business Support seeks to consider responses to the public consultation on proposals to implement traffic calming on the following A2047 (Fratton Road, Kingston Road and London Road) corridor junctions: Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.

**RECOMMENDED that the Cabinet Member for Traffic & Transportation approves the implementation of raised tables at the A2047 Corridor Junctions with Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.**

**8 Goldsmith Avenue Cycle Lane (TRO 11/2016) (Pages 169 - 176)**

The purpose of the report by the Director of Transport, Environment & Business Support, is to review comments received in response to the TRO 11/2016. This order proposed the implementation of double yellow lines on the north side of Goldsmith Avenue, adjacent to the railway line opposite Francis Avenue to the pedestrian crossing west of Fratton Way. Removing the loading bays and the current unrestricted parking is also included in order to facilitate the introduction of a dedicated eastbound cycle lane.

**RECOMMENDED That the Cabinet Member for Traffic & Transportation approves the Goldsmith Avenue cycle lane as set out in TRO 11/2016.**

**9 Montague Road Traffic Calming - Results of Public Consultation (Pages 177 - 190)**

The purpose of the report by the Director of Transport, Environment and Business Support, is to consider responses to the public consultation on proposals to implement traffic calming within Montague Road.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation approves Option 1: to implement traffic calming by reducing the width of the carriageway to a single lane at both ends of Montague Road.**

**10 Tendered Bus Routes Update on Patronage (Pages 191 - 200)**

The purpose of the report by the Director of Transport, Environment & Business, is to provide an update on the current patronage for the tendered bus routes which have been in place since the end of March 2016.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation notes the patronage levels for the routes currently receiving financial support from the city council.**

**11 Isambard Brunel Road Temporary TRO (Pages 201 - 218)**

Report by the Director of Transport, Environment & Business Support. The purpose of the report is to seek approval to implement a temporary traffic regulation order (TTRO) facilitate the redevelopment of the Chaucer House site in Isambard Brunel Road.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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# Agenda Item 3



Portsmouth  
CITY COUNCIL

Agenda item:

**Decision maker:** Cabinet Member for Traffic and Transportation

**Subject:** Winter Maintenance Operational Plan 2016/17

**Date of decision:** 29<sup>th</sup> September 2016

**Report by:** PFI Network Coordinator - Highways PFI Team

**Wards affected:** All

**Key decision:** No

**Budget & policy framework decision:** No

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## 1. Summary

Portsmouth City Council ("the Council") has a statutory duty to ensure that *safe passage along a highway is not endangered by snow or ice, so far as reasonably practicable*. This duty has been contracted out by way of the Portsmouth Highways PFI contract (the Contract) and the responsibility to provide the Winter Maintenance Service has been transferred under the Contract to Ensign Highway Limited ("Ensign").

The Winter Maintenance Plan (WMP) provides the framework for Ensign to manage routine winter maintenance, details those responsible for the management of weather emergencies, details those responsible for and provides the framework to manage the highways services response as part of a multi-agency response, and identifies activation triggers for action to be taken.

The plan comes into force during the winter maintenance period from 1<sup>st</sup> October to 30<sup>th</sup> April.

## 2. Purpose of report

For the Cabinet Member for Traffic and Transportation to approve that the proposed WMP will provide the required level of service as prescribed within schedule 4 of the Contract and legislation in order that it can be communicated to the relevant agencies and stakeholders.

## 3. Background

This requirement is pursuant to section 41 (1A) of the Highways Act 1980 , which prescribes a statutory duty on Highway Authorities to *ensure so far as reasonably practical, that safe passage along a highway is not endangered by snow and ice*.

The exercise of this function has been delegated to Ensign and is expressly contained within schedule 4, para 117 (1) of the Contract.

This plan is in support of the national arrangements introduced following the implementation of the Civil Contingencies Act 2004. Schedule 1 of the act and the supporting guidance set out clear expectations and responsibilities for Category One Responders at the local level to ensure that they are prepared to deal effectively with the full range of emergencies from localised major emergencies through to catastrophic events.

Part 1 of the Civil Contingencies Act 2004 establishes a consistent level of civil protection activity across the United Kingdom. Category One Responders include the Emergency Services, Local Authorities and other agencies.

The WMP covers city's core responsibilities and is updated in the summer of each year to take into account lessons learnt from the previous winter. In the case of extreme conditions, the WMP should be read in conjunction with emergency and business continuity plans.

No snow events occurred in the 2015/16 period. A brief summary of the actions taken after the review of the 2015-2016 winter season is listed below:-

- Due to the development works taking place at The Hard, Wickham Street will continue to be gritted and the completed bus deck will be included in Gritting Route 12 once buses start to use it.

In the event of snow conditions, priority 1 and 2 roads and footways will be cleared first, followed by key priority 3 roads and footways such as hill slope roads in the north of the city.

#### **4. Recommendations**

- 4.1 That the updated WMP be approved.

#### **5. Reasons for recommendations**

- 5.1 That the approval of this report demonstrates that the WMP will ensure safe passage along a prioritised network of roads and footways and that in periods of prolonged or severe weather conditions that a programme of treatment will be extended across the Project Network , so far as reasonably practicable.
- 5.2 That the approval of this report demonstrates that this Council has confidence that the proposed WMP conforms to the requirements of the Contract.
- 5.3 That the WMP reflects the recommendation contained in the independent review document published by the Department for Transport in July 2010 and the Code of Practice for Well Maintained Highways.

#### **6. Options considered and rejected**

- 6.1 No other options have been considered for the provision of the WMP as it supports a statutory duty.

#### **7. Duty to involve**

- 7.1 As the provision of the Winter Maintenance Service is a statutory duty consultation will be undertaken with interested parties such as Emergency Services, Hospital Trust, neighbouring Authorities and Public Transport organisations. A pre-winter meeting will be arranged during September with all Council services to present the WMP and to discuss how this will interface with their winter arrangements.

## 8. Implications

- 8.1 If the Winter Maintenance Service was not to be provided, then this would be a breach of the duty placed on a Highway Authority under Section 41 of the Highways Act 1980 by the Railway and Transport Safety Act 2003.
- 8.2 Untreated roads could cause safety issues, traffic disruption and high levels of complaint from road user, residents, commercial and industrial businesses.

## 9. Corporate priorities

This report contributes to the following Corporate Priorities:

- Protect and support our most vulnerable residents
- Improve efficiency and encourage involvement
- Improve public transport

## 10. Equality impact assessment (EIA)

A preliminary EIA has been completed for the Highways Management Service and no issues were identified.

## 11. Legal implications

The requirement to produce a WMP is in line with prescribed obligations for the Council as a Highway Authority to ensure, *as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice* (S41 (1A) of the Highways Act 1980). This requirement has been expressly delegated to Ensign by way of Schedule 4 of the Contract and therefore the legal obligation to ensure (reasonably) that such requirements are met has been satisfied.

## 12. Head of finance's comments

There are no financial implications as result of the recommendations contained within this report. The WMP is a requirement as part of the existing Contract with Ensign.

## 13. Reason for the matter being dealt with if urgent

This matter is not urgent.

.....  
Signed by:

**Appendices:**

Appendix A: The Winter Maintenance Operational Plan

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| <b>Title of document</b>                 | <b>Location</b>                 |
|--|---------------------------------|
| 1 Highways PFI contract document         | Transport and Street Management |
| 2 Highways Act 1980                      | City Solicitor                  |
| 3 Railways and Transport Safety Act 2003 | City Solicitor                  |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by Cabinet Member for Traffic and Transportation on 24 September 2015.

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Signed by: Cabinet Member for Traffic and Transportation.

# Portsmouth Public Highway PFI



## Winter Maintenance Operational Plan 2016-17 (Draft for review)

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- 3.3 De-Icing Treatment
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## Appendices

- A Other Plans Containing Colas Highway Management Roles and Responsibilities
- B Definitions and Abbreviations
- C Guidelines for Decision Making
- D Gold Zones, Bridges, Hollow Spots, Guildhall Square, Transport Hubs, Residential Homes, Hospitals, Emergency Services and Salt Bins locations
  - D1 Carriageway categories 1 and 2
  - D2 Carriageway emergency network
  - D3 Carriageway salting routes details
  - D4 Salt Bin Locations
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- E Detailed identification of Footways leading to schools
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- F Equipment, Store and Salt Barn location
- G Winter Maintenance Preparation Plan
- H Reference documents
- I Vehicles and Plant schedules
- J Winter Maintenance Exercise Checklist
- K Standard Forms and Daily Reports
- L Snow desk content
- M Section 8 Agreement between PCC and HCC

## Document Owner

The owner is responsible for maintenance, upkeep and amendment of the document.

|                |  |
|----------------|--|
| Document Owner | Steve White – Winter Maintenance Service Manager |
|----------------|--|

## Document Control

| Document Issue and Revision Record |          |          |        |         |                                    |          |
|------------------------------------|----------|----------|--------|---------|------------------------------------|----------|
| Issue                              | Revision | Date     | Issuer | Checker | Issue/Revision Description         | Approved |
| 8.0                                | A        | 25/07/16 | GW     | SW      | Draft for comments                 | N/A      |
| 8.0                                | B        | 01/09/16 | GW     | SW      | 2 <sup>nd</sup> Draft for comments |          |
|                                    |          |          |        |         |                                    |          |
|                                    |          |          |        |         |                                    |          |
|                                    |          |          |        |         |                                    |          |
|                                    |          |          |        |         |                                    |          |

## Distribution List

| Name                           | Role   | Date |
|--------------------------------|--|------|
| <b>Colas</b>                   |  |      |
| Ray Muscat                     | Business Manager   |      |
| Steve White                    | Winter Maintenance Service Manager (Duty)                      |      |
| Andy Marsh                     | Winter Maintenance Service Manager (Reserve)                   |      |
| Fred Willett                   | Network Coordinator/Duty Officer                               |      |
| Martin Thompson                | Winter Maintenance Duty Officer                                |      |
| Paul Christy                   | Winter Maintenance Duty Officer                                |      |
| Andy McDuff                    | Winter Maintenance Duty Officer                                |      |
| Gordon McGinn                  | Winter Maintenance Duty Officer                                |      |
| Donna Cooper                   | Network Manager  |      |
| Steve Hill                     | Capital Works Manager  |      |
| Des Stone                      | Claims Officer   |      |
| <b>Ensign</b>                  |  |      |
| Eric Brangier                  | Managing Director  |      |
| Godfred Appiah                 | Highway Manager  |      |
| <b>Portsmouth City Council</b> |  |      |
| Brad Yates                     | PFI Performance Manager  |      |
| Michelle Love                  | PFI Network Coordinator /<br>Winter Maintenance Co-ordinator   |      |
| Alan Cufley                    | Head of Service Transport, Environment and<br>Business Support |      |
| Martin Lavers                  | Assistant Head of Service Operations                           |      |
| Pam Turton                     | Assistant Head of Service Strategy                             |      |
| John Houghton                  | Public Transport   |      |
| Cindy Jones                    | Emergency Planning   |      |

### External Organisations\*

| Organisation                                 | Name            | Tel No            | Date |
|--|-----------------|-------------------|------|
| Hampshire County Council                     | Peter Mitchell  | 023 9244 6466     |      |
| Hampshire Constabulary                       | Rebecca Setford | 101 – ext. 718182 |      |
| Environmental Agency                         | Miriam Nathoo   | 01962 764946      |      |
| Southampton City Council                     | John Harvey     | 023 8083 2799     |      |
| Balfour Beatty (SCC service provider)        | David Bailey    | 023 8038 8000     |      |
| Highway Agency Area 3                        | Guy Beresford   | 01306 878214      |      |
| Enterprise Mouchel (Area 3 service provider) | Ian Bastin      | 07774 731051      |      |

## Section 1 – Scope

### 1.1 Introduction

This winter service plan describes the policy, objectives, procedures and operational arrangements for the delivery of winter service on the Portsmouth City Council (PCC) public highway network. Ensign as the Contractor & Colas as the Sub-Contractor have prepared this document as the annual Winter Service Plan for the 2016-2017 winter season.

The document serves a number of specific purposes:

#### **Policy Document**

The winter service plan sets out Ensign's policy and objectives in the context of local service delivery.

#### **Contract Document**

The winter service plan outlines the key contractual responsibilities of Ensign and their service provider, Colas.

#### **Quality Plan**

This winter service plan forms part of Colas' quality management system.

#### **Contingency Plan**

The winter service plan forms part of the Service Company's wider contingency arrangements.

#### **Operations Manual**

The winter service plan describes the processes, procedures and operational arrangements for those responsible for delivering winter services.

#### **Reference Document**

The winter service plan is a comprehensive reference document (see **Appendix H** for Reference Documents)

### 1.2 Requirement to produce a plan

- 1.2.1 The plan is produced in accordance with the requirement of the PFI Contract Performance Standard 3: Winter Service Operations. These requirements are in line with the Highways Act 1980 Amendment Clause 41 (1A), these place a duty on Highway Authorities to ensure so far as reasonably practical, that safe passage along a highway is not endangered by snow and ice.
- 1.2.2 This plan is in support of the national arrangements introduced following the implementation of the Civil Contingencies Act 2004, Regulations 2005. The supporting guidance and regulations to the Act set out clear expectations and responsibilities for Category One responders at the local level to ensure that they are prepared to deal effectively with the full range of emergencies from localised Major Emergencies through to Catastrophic Events.

- 1.2.3** Part 1 of the Civil Contingencies Act 2004 establishes a consistent level of civil protection activity across the United Kingdom. Category One Responders include the Emergency Services, Local Authorities and other agencies.

### **1.3 Objectives**

The objectives of this plan are:

- To provide a framework for the Colas Winter Maintenance Service Manager to manage routine winter maintenance.
- To detail those responsible for the operation and management of routine or specific weather emergencies.
- To provide a framework for the Contract to manage the Highway Services' response to a severe weather emergency as part of a multi-agency response.
- To detail those responsible for the operation and management of the Highways' response to a severe weather emergency as part of a multi-agency response.
- To identify plan activation triggers and the action to be taken.

### **1.4 Policy Framework (Statement of Service)**

*Policy:* It is PCC's and Colas' aim to ensure, so far as is reasonably practicable, that safe passage along the highway is not endangered by snow or ice.

Colas will implement PCC's policy in an efficient and safe manner and will endeavour, in so doing, to minimise delays to road users.

### **1.5 Contractual arrangements**

Role of PCC: The City Council is responsible for following:

- 1) Setting the overall policy on the provision of winter services
- 2) PCC to contact other internal services annually for updates on schools, residential homes etc. for WMOP
- 3) Receiving notification of proposed actions or changes to proposed actions
- 4) Overseeing operation management and performance
- 5) Agreeing the escalation mechanism and cessation of other PFI activities to deploy resources towards winter maintenance (*details of mechanism can be found in section 2.3.1 and Appendix C*)
- 6) High-level liaison with the media
- 7) High-level liaison with elected representatives

- 8) Setting up of the Snow response Room to coordinate clearances across the city
- 9) Through the Snow Response Room PCC to communicate internally and externally on bus routes affected, school closures & road closures
- 10) Presentation to external stakeholders prior to winter season on Winter Maintenance Plan and any changes

Role of Ensign/Colas: Colas are responsible for following:

- 1) Development of the winter maintenance operational plan for Public Highway
- 2) Implementation, execution and delivery of the winter maintenance plan.
- 3) Design of winter service treatment routes
- 4) Procurement of weather forecasting services
- 5) Provision of ice prediction sensor stations
- 6) Day to day decision-making and operational management
- 7) Reporting to PCC
- 8) Provision of winter service compounds
- 9) Provision of winter service vehicles, plant, labour and materials for Public Highway
- 10) Maintenance and operation of vehicles, compounds and equipment
- 11) Day to day liaison with the media in co-ordination with PCC
- 12) Monitoring and reviewing performance

## 1.6 Network

### 1.6.1 Description and extent of Network

Colas are responsible for all adopted public highways network as described in the PFI contract. The Section 8 agreement with Hampshire County Council (HCC) is now signed and in place for cross boundary works. **(Appendix M)**

### 1.6.2 Local Problem Areas

The following areas have been identified as areas of risk, and will be salted whenever a Priority one salt run has been ordered.

| Road                 | Extent             | Reason             |
|----------------------|--------------------|--------------------|
| Christchurch Gardens | Carriageway        | Gradient           |
| Oakhurst Gardens     | Carriageway        | Gradient           |
| Hilltop Crescent     | Carriageway        | Gradient           |
| Beverly Grove        | Carriageway        | Gradient           |
| Old Rectory Road     | Carriageway        | Gradient           |
| Mulberry Lane        | Carriageway        | Gradient           |
| Park Lane            | Carriageway        | Gradient           |
| Norway Road          | Bridge/Carriageway | Gradient on bridge |

| Road                 | Extent                              | Reason                           |
|----------------------|-------------------------------------|----------------------------------|
| Copnor Road          | Bridge/Carriageway                  | Gradient on bridge               |
| St. Mary's Road      | Bridge/Carriageway                  | Gradient on bridge               |
| Burfields Road       | Bridge/Carriageway                  | Gradient on bridge               |
| Isambard Brunel Road | Footway under Railway Bridge        | Footway leading to Civic Offices |
| Southampton Road     | Rail Bridge                         | Gradient on bridge               |
| Eastern Road         | Rail Bridge/Carriageway             | Gradient on bridge               |
| Eastern Road         | Water Bridge/Carriageway            | Gradient on bridge               |
| Fratton Road         | Rail Bridge/Carriageway             | Gradient on bridge               |
| Somers Road          | Rail Bridge/Carriageway             | Gradient on bridge               |
| Holbrook Road        | Rail Bridge/Carriageway             | Gradient on bridge               |
| Northern Road        | Rail Bridge/Carriageway             | Gradient on bridge               |
| Walton Road          | Rail Bridge/Carriageway             | Gradient on bridge               |
| Portsdown Hill Road  | The George Flyover Carriageway      | Gradient                         |
| Northarbour Spur     | Carriageway                         | Emergency service location       |
| Froddington Road     | Carriageway at rear of fire station | Emergency service location       |

## 1.7 Plan Maintenance

The Contracts Manager (Winter Maintenance Service Manager (WMSM)) in charge of the winter operations is responsible for maintaining this Operational Plan. The plan is updated on a yearly basis taking into consideration the events of the previous season.

## Section 2 - Operations

### 2.1 Introduction (Operations)

The Service Company is responsible for making decisions concerning salting and snow clearance on the network during the winter maintenance period (from 1st October to 30th April). Detailed operational procedures have been developed for the delivery of winter services in the PCC area, including arrangements for liaison and co-operation with adjacent providers and reporting to the client.

The WMSM (Contract Manager for Operations) will control and is responsible for the operation of the winter maintenance service. During any periods of absence / annual leave etc. another Contract Manager will take his function and be responsible for the operation of this Plan.

In order to achieve a co-ordinated service across all boundaries liaison on salting routes has been undertaken with neighbouring maintenance authorities. The routes are defined in **Appendix D3**.

All designated site staff involved in Winter Service duties will receive instructions and training to ensure effective operation. Training would include; an appreciation of winter weather forecasting, effective decision-making, and operational procedures as appropriate to their duties.

### 2.2 General Arrangements and Decision Making

#### 2.2.1 Decision Making and Instructions

The WMSM maintains a roster of senior staff that performs the duties of the Winter Maintenance Duty Officer (WMDO) throughout the winter season. The duty WMDO will be available 24/7 throughout their period of duty. During a snow or flood event two Duty Officers will be on call, one on the snow/flood desk and one on all other out of hour's issues.

The WMDO maintains computer contact with the Finley Irvine Ice Station Alert System, either from the office or through a laptop. Weather forecasts for a specific local site will be provided by the Met Office, supported by real time local information obtained from sensor sites, as below:

|   |          |
|---|----------|
| Morning summary and preliminary forecast            | by 0800h |
| 24-hour area forecast                               | by 1330h |
| Sensor site forecast (text & ice prediction graphs) | by 1330h |
| 2 – 5 day forecast                                  | by 1330h |
| Evening update forecast                             | by 1800h |

The graphical computer information of existing road surface conditions at the sensor sites together with predictive and forecast information will enable the WMDO to form a decision on appropriate action throughout their period of duty. This action may be for stand-by, precautionary salting, repeat salting or

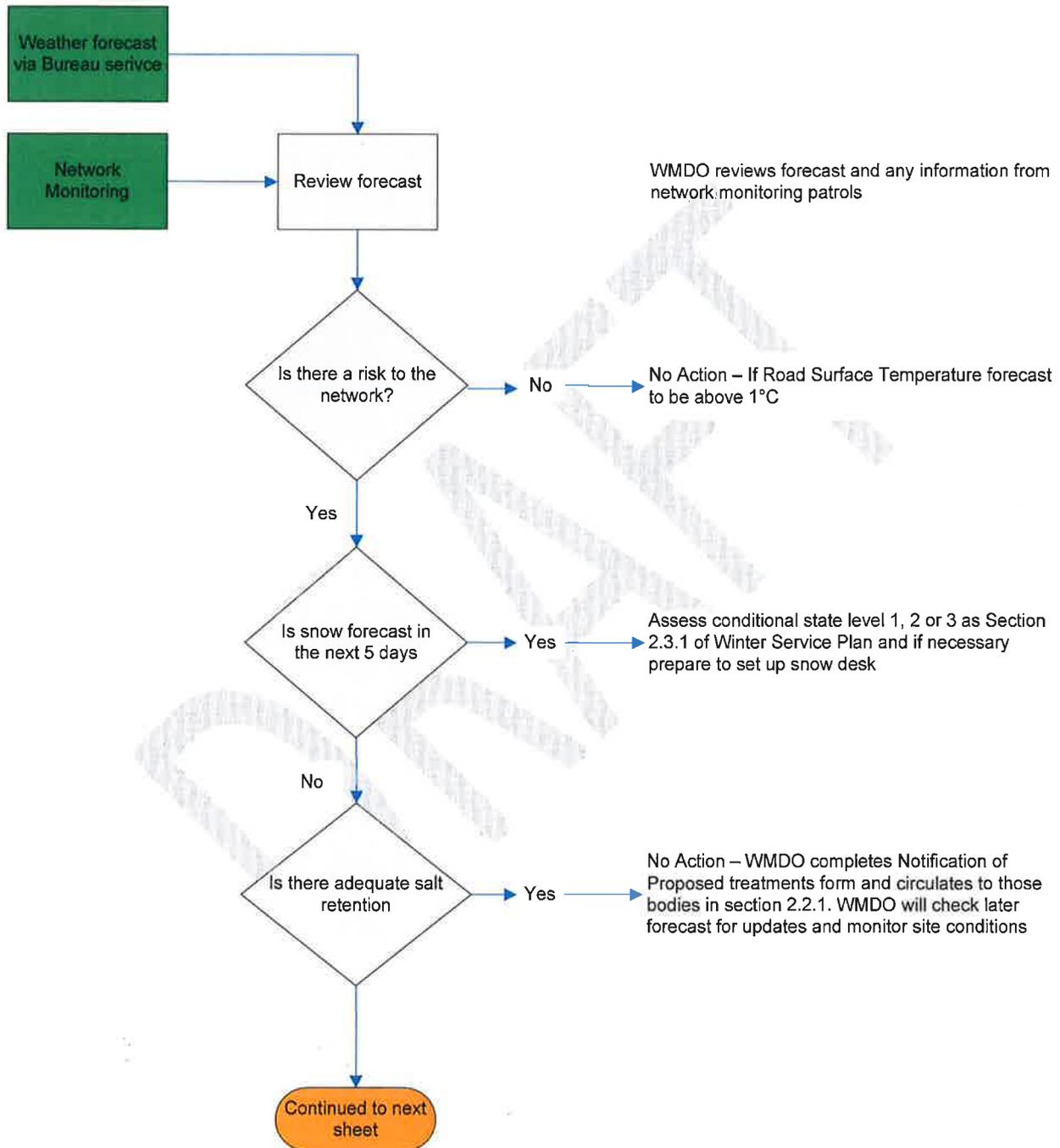
snow clearance. Confidence levels for forecasts will influence the timing of the decision.

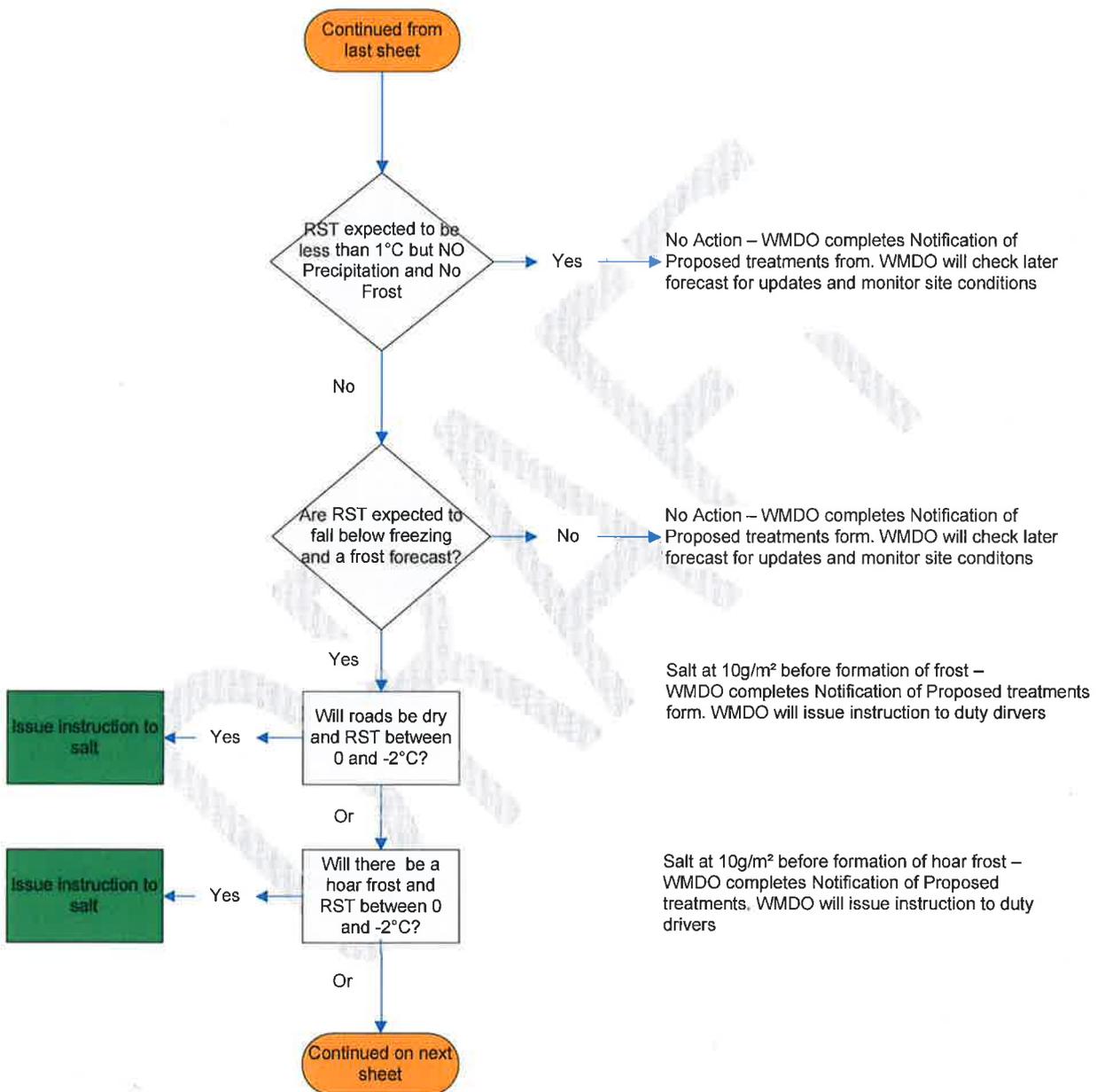
The WMDO will notify the operational staff by 16:00 hrs of any action required. If a decision has not been reached, it shall be delayed until 19.00hrs or other such time as circumstances dictate, when updated forecast information from the Met Office is available. The decision will specify the routes to be treated, timing of treatment or stand-by, spreading rates, ploughing requirements, etc.

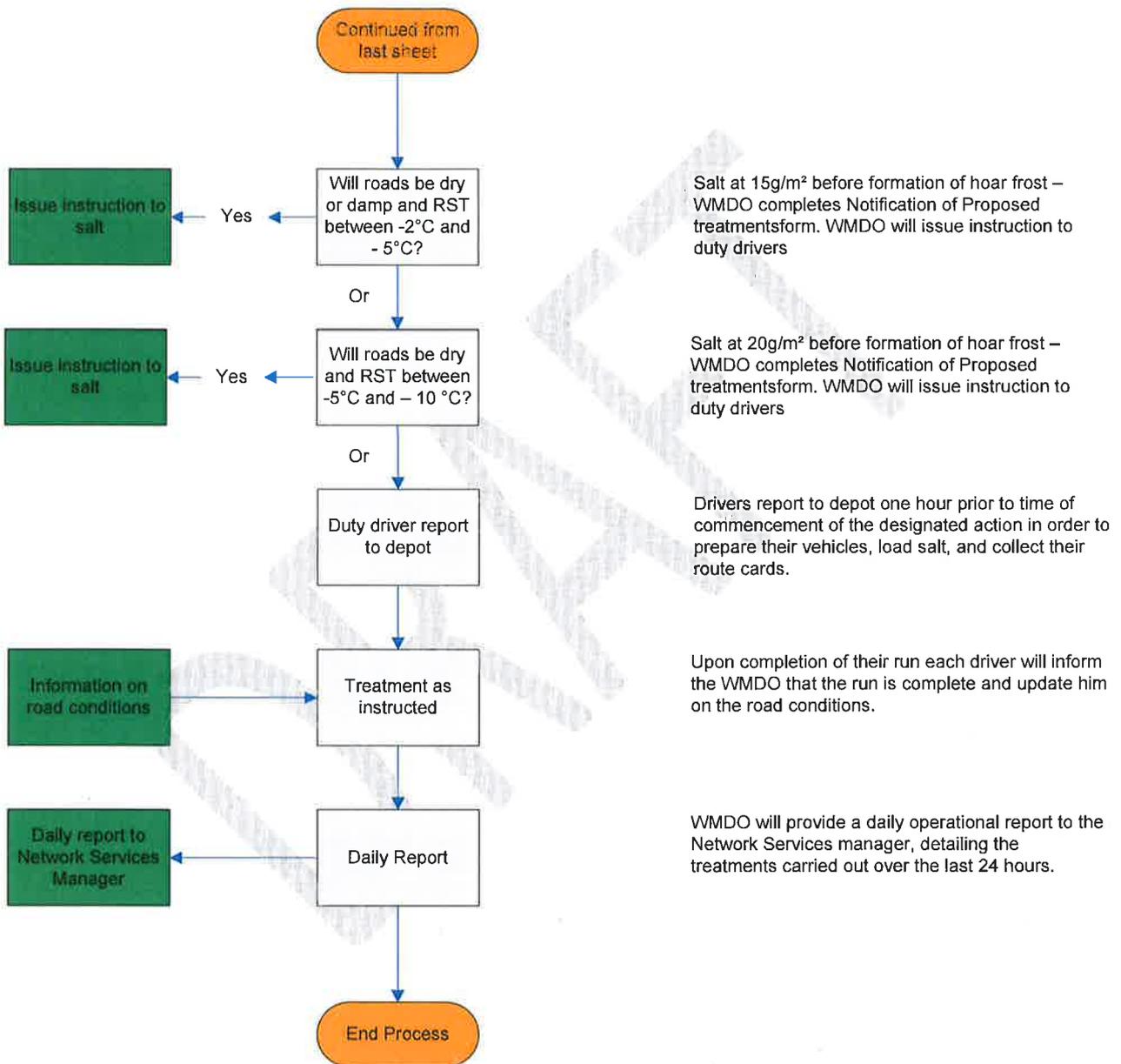
The WMDO will avoid treatment being undertaken in periods of peak traffic flow, if practicable, and during rainfall except where freezing rain is expected. The WMDO will also take into account current advice for low humidity conditions and the guidance given to increase the rate of spread/timing for Porous asphalt.

In the event of revised forecasts or unexpected conditions the WMDO may vary or change any previous decision at any time in the interests of the well-being of the Network. Updates/ changes of decision and any actions shall be notified by the WMDO to WMSM who will in turn notify if required PCC, emergency services, adjacent authorities and any party with legitimate need of such information.

## 2.2.2 Decision process







### **2.2.3 Decision matrix guide (see Appendix C)**

### **2.2.4 Special considerations**

#### **Hard packed snow**

The treatment of hard packed snow/ice using salt alone can result in an uneven and slippery surface and therefore, in such circumstances, the addition of abrasives (5mm or 6mm sharp sand) will be considered.

#### **Traffic calmed areas**

With the exception of road marking techniques to influence traffic speeds all the features are likely to involve some level of conflict with winter maintenance operation. Traffic calming features will be indicated on the gritting routes and one or more of the following actions may be specified:

- Lift snowploughs and plough snow around the traffic calming features;
- Apply heavy salting locally this is to be carried [by traffic] onto the feature; and/or
- Adjust the spread rates or spinners to minimize overspreading

## **2.3 Escalation**

During falls of snow or exceptional weather conditions responsibility for managing events will normally pass from the WMDO to a dedicated team and a Snow Desk will be established as detailed below. See **Appendix L** for Snow Desk content

PCC will be consulted in advance of establishing a Snow Desk to liaise the communications of the snow desk to their wider internal departments.

Emergency Service Plan arrangements will only be enacted if, after discussions with PCC, the Snow Desk response is considered insufficient to cope with the exceptional weather conditions or if an incident is compounded by a series of further incidents.

In the event that the DfT launch the Salt Cell, Colas will adapt the length of the network treated according to the guidance issued by the Salt Cell and according to salt supply. In this situation the WMSM will consult PCC before implementing any treatment decisions and will inform them twice a day, in the morning and in the afternoon of any developments.

### **2.3.1 Establishment of Snow Desk and escalation process**

During periods where snowfall or severe weather is forecast, three conditional states will be recognised, Level 1, Level 2 & Level 3 as below.

**Level 1**

During marginal weather conditions, following the 5-day weather forecast, the WMDO will monitor the local weather and road surface conditions. He will liaise with the WSM and report any local variations to the forecast state.

**Level 2**

During periods where severe weather is forecast, where snowfall is predicted, a "snow desk" will be setup and co-ordinated up by the WMDO and WSM. A team from the Service Company will be established to operate the Snow Desk and they will continue to monitor local conditions and report back to the WSM.

Colas and PCC will discuss the degree of severity and the level of resources that need to be diverted to snow clearance duty. 3 stages are forecasted. It is understood that the trigger of each of these stages will generate a relief event for underachievement of performance standard on the associated activities:

**Stage 1**

Activities suspended:

- Highways Maintenance
- Landscaping Activities
- Gully Cleansing
- Road Lining
- Street Cleansing (block sweep)

**Stage 2**

Activities suspended over and above Stage 1:

- Capital Works (schemes)
- Street Cleansing (gold zones, heritage areas & dog bins)
- Traffic Management

**Stage 3**

Activities suspended over and above Stage 1 & 2:

- All other services with the total workforce dedicated to winter maintenance operations

**Level 3**

During extended periods of severe weather, the "snow desk" will liaise with PCC, Service Company senior management, and Emergency Services to manage the situation. The Snow Desk will act, as a single point of contact and all instructions will be passed through the Snow Desk.

Once the decision has been made to set up the Snow Desk, a dedicated room at the Service Company's office will be used. This room will contain all the necessary equipment to effectively communicate with the gritting/snow clearance fleet, PCC, Police, adjacent Local Authorities and other parties. Once the decision to initiate the Snow Desk has been taken, all communications equipment will be tested and if necessary equipment will be drawn from store.

The PCC Snow Response Room will coordinate all clearance works across the city, liaising with Colas and other Internal Services for a joined up approach. This will also include the coordination of PCC volunteers to assist with footway clearances, some of whom are unable to carry out their day to day duties due to the weather conditions. In addition to this, the Snow Response Room will collate and distribute information internally and externally on items such as bus routes affected, schools closures and road closures.

Once the decision to initiate the snow desk has been taken the WMDO will produce a shift pattern based on the available personnel and forward this to the WMSM/PCC.

The WMSM will arrange for a change in shifts where it is predicted that the snow event will span more than 12 hours, allowing for a half hour handover period. Where necessary, personnel required to take part in shift arrangements will be housed in local hotels for the duration of the emergency.

The shifts will be organised to include 2 decision makers, 1 "Technical Assistant", responsible for keeping the Winter Service Log, and 1 "Information Officer". One of the decision makers will take a lead role and in the event of implementation of the Contingency Plan, the role of "Silver".

During shift changes each member of the team will handover to their direct replacement. The team leader from the previous shift will remain for a period not less than half an hour after the official handover.

In addition to the staff at the snow desk location the WMSM will, if considered necessary, arrange to place staff at the PCC Offices for the purposes of information collection and liaison.

### **2.3.2 Activation of PCC Emergency Plan**

PCC Emergency Plan will be activated at PCC request when it becomes apparent that a major or critical incident has occurred or is likely to take place. The actions outlined in the plan shall immediately put in place.

**Appendix D2** highlights the Emergency Priority route.

## Section 3 – Treatments

### 3.1 Carriageway Treatment

3.1.1 All carriageways forming part of the public highway network have been allocated to one of the three groupings according to the following criteria;

#### Priority One

- main traffic routes ("A" class roads and M275 motorway)
- main access routes to important industrial and large educational establishments (500+ pupils)
- main access routes to major accident and emergency hospitals, and to important emergency service locations
- roads used as major bus routes (50 per day urban, 25 per day rural)
- roads passing through major shopping centres
- other routes busy during peak traffic periods

To be treated, as routine pre-salting, in advance of any forecast frost, ice, or snow.

After 3 days of treatments, if no rain/snow has fallen no further treatment should be undertaken unless conditions deem it necessary (WMSM decision).

#### Priority Two

- roads near to other schools
- roads used as other bus routes
- roads to other hospitals
- roads to minor fire and ambulance establishments
- roads passing through other shopping centres
- roads with gradients that make driving hazardous
- hollow spots.
- footways over prominent Bridges

To be treated only when there is prolonged and persistent frost, ice or snow which is expected to continue, or following snow, but only once Priority 1 routes have been cleared.

#### Priority Three

- other adopted public highways not covered by the above

Priority 3 roads will not be treated. However, in the case of heavy snowfall, once priority 1 and 2 roads have been cleared, we will endeavour to manually or mechanically clear lower-priority roads. In exceptional weather, salt may well be rationed by the government, as it was in January 2010 and they may also reduce the numbers of roads to be salted.

"treated" = either manually or mechanically depending on resources

See **Appendix D1** for the Carriageway categories 1 and 2

### 3.1.2 Spot Salting

Spot Salting is a non-routine activity carried out after the completion of Priority 1 salting. Spot Salting is undertaken on a priority basis at locations where there have been reported problems (from the Emergency services or others), or there is knowledge of specific problems of ice formation on the network. Spot Salting will not be undertaken when it is unlikely to be completed before the ice begins to melt, as road temperatures rise. Spot Salting can be undertaken either by mechanical spreader or by hand.

The process for ordering spot salting is included in **Appendix C**.

### 3.1.3 Extent of Carriageway to be Salted

- The full width of the running carriageway shall be treated at the specified rate of spread indicated on the agreed action treatment.
- Each carriageway of a dual-carriageway shall be treated individually.
- All slip roads at grade-separated junctions shall be treated individually.
- The full length of the carriageway at roundabouts and gyratory systems shall be treated.
- Isolated obstructions in the centre of a single carriageway road which exceed 5m in length shall be treated on both sides.
- Treatments will only extend to the City boundary except where agreed in the Section 8 cross boundary agreement with HCC

## 3.2 Footway Treatment

- 3.2.1 All footways and cycle ways shall be allocated to one of the three groupings according to the following criteria;

### Priority One

All footways & cycle ways designated as Gold zones, Bridges & Hollow spots, and the Guildhall Square (**Appendix D**), Transport Hubs (**Appendix E2**), PCC managed residential homes (**Appendix E3**), as identified, to be treated only when there is prolonged and persistent frost, ice or snow is expected to continue, or following snow.

The list of footways/cycle ways will be reviewed/updated on an annual basis.

### Priority Two

All footways & cycle ways designated as shopping areas, Schools access (**Appendix E**) & Hill Slopes designated as to be treated following significant snowfall but only once Priority 1 footways and cycle ways have been cleared.

### Priority Three

Other footways & cycle ways to be cleared either manually or mechanically following significant snowfall but only once Priority 1 and Priority 2 footways and cycle ways have been cleared. This will include a list of all school crossing patrol sites within the city (**Appendix E1**).

### **3.2.2 Extent of Footway/Cycleway to be salted**

The full width of the footway or running width of cycleway meeting the above criteria shall be treated.

### **3.2.3 Resources for Footway treatment**

It is not possible to predict the level of resources required, at any one time, to ensure that the footways described above are clear of snow and ice. It is also very difficult to predict the level of resources effectively available at the time. However the escalation process described in paragraph 2.3.1 and recent historical events indicate a total number of operatives in excess of 200.

## **3.3 De-icing Treatment**

### **3.3.1 General considerations**

De-icing will be achieved by the application of 6mm dry rock salt at the rates defined in the Treatment Matrix Guide in Section 2.2.2 and **Appendix C**.

When necessary sharp sand will be added and pre mixed with the 6mm rock salt before being loaded in the gritters.

### **3.3.2 Thin Surfacing**

Many of the modern surfacing materials (TWC) have a 'negative texture' with a considerable number of voids in the finished surface. During the application of salt, a brine solution is often trapped in the voids and is drawn onto the surface by the action of tyres. On medium and lightly trafficked roads, however, the brine solution might be retained in the negative texture.

Experience indicates that TWC does not benefit from an increase in spread rate but that the effect of residual salt on the carriageway is reduced, particularly in areas of low traffic. Residual salt should not therefore be relied upon to provide protection.

The spread rate for TWC should remain as for HRA but less reliance should be placed upon residual protection provided by the previous treatment and the aim should also be to apply treatment as close, as is practicable, to the forecast time of freezing.

### **3.3.3 Low Humidity**

The current practice for winter maintenance is based on the application of dry Sodium Chloride (NaCl) in the form of naturally occurring rock salt. In low humidity conditions the level of moisture is critical in the salt being effective. This is because dry rock salt has no direct melting action; melting occurs only after the salt forms a solution by absorbing moisture from the atmosphere or the road surface.

Below a relative humidity level of about 80%, the absorption of moisture by rock salt decreases rapidly and, at low levels of humidity, salt particles remain inert and ineffective. Dampening the salt with a wetting agent prior to spreading can accelerate the process of dissolving salt particles.

Low humidity and low temperature conditions are most likely to occur in December and January, although these conditions can occur throughout the normal winter maintenance season. The WMDO must be aware that the conditions occur and that they appear to be doing so more frequently.

Monitoring the condition of the network should be carried out to confirm that the treatment has been effective. If it has not been fully successful, contingency treatments should be considered to restore the network to a satisfactory condition. It should be noted that weather sensor systems require the presence of moisture to determine the concentration of residual salt on the road sensor.

### **3.4 Salt Bins**

Some parts of the network not included in precautionary treatments could be especially vulnerable to icing. This is especially the case in the wards of Paulsgrove, Cosham, Drayton and Farlington where most of the roads present an important longitudinal gradient. Salt bins are being maintained at key locations to allow road users to spread ground rock salt in the local area on an as needs basis. It is to be noted that these bins should not be used by residents to salt private premises.

The total number of bins on the public highway 2016-2017 season is 80. Their location is shown in the **Appendix D4**. Requests for additional salt bins on the highway will be reviewed by PCC on a case by case basis.

Salt bins are cleaned and filled as a routine at the start of the season and before 1st November each year and will be refilled following extreme weather conditions. A dedicated cleansing operative will carry out a fortnightly inspection and the check sheet will be sent to PCC on a fortnightly basis. See **Appendix D5** for the Salt Bin Checklist. Please note that salt will be allocated in priority to CW treatment then FW treatment as per described in section 3.1 and 3.2.

### **3.5 Snow Clearance**

#### **3.5.1 Ploughing & Clearance Techniques and Operational Considerations**

In moderate and heavy snowfall conditions it will be agreed with PCC to cease all normal highways work and re-direct all available resources to snow clearance.

Snow clearing routes are based upon a 40gm/m<sup>2</sup> application rate for the clearance of snow. This will normally be applied by way of two separate 20gm/m<sup>2</sup> runs. Precautionary treatment in advance of any snowfall will be at 20gm/m<sup>2</sup>.

Snowfall less than 50mm deep will normally be cleared by the application salt at a rate of 40gm/m<sup>2</sup>. This may take several successive applications.

Snowfall greater than 50mm will normally require ploughing, supplemented by the application salt at a rate of 40gm/m<sup>2</sup>. The use of ploughs will be restricted to roads wide enough to allow their passage without risk due to the high levels of "on-street" parking and narrowness of side roads, combined with the need for traffic to be as free flowing as possible. All winter maintenance plant will, however, be equipped to carry ploughs.

While moderate or heavy snow is still falling only priority one roads will be ploughed and treated in order to concentrate resources and ensure the most important roads are kept open and maintained in a safe condition.

When snow has stopped falling or the priority one roads are considered safe, priority two roads will be ploughed and treated followed by priority three roads as resources and conditions permit.

The frequency of ploughing and the continuation of snow clearance operations will depend upon conditions and resources will be deployed according to the escalation process described in section 2.3.1.

The removal of snow from dual carriageways requires a different technique from two-way carriageways. In heavy snowfall the priority on a dual carriageway will be to maintain a single open lane. In most cases this will be the most heavily used inside lane and the first operation will be to plough from lane 1 to the verge. The clearance of other lanes will occur as conditions improve. The outside lane will normally be ploughed to the central reservation although it is essential to regulate the speed to avoid throwing snow onto the opposite carriageway. If the central reservation is not wide enough to accommodate the snow or the dual carriageway has three lanes then echelon ploughing (2 or more vehicles, moving in the same direction, one behind the other, in different lanes) will be used to move the snow to the nearside.

Where snow compaction has occurred and ice has formed it may be necessary to use salt/grit mixtures to break up the compacted snow and provide additional adhesion.

In extreme conditions after heavy snowfall it may be necessary to lift snow from streets. Snow will only be removed this way in exceptional circumstances, for example where existing piled snow is preventing further snow clearance from the road.

Snow dumps will be created as necessary at the following sites:-

| Road          | Location                     |
|---------------|------------------------------|
| Milton Common | Eastern Road                 |
| Western Road  | King George V Playing Fields |

| Road                | Location                  |
|---------------------|---------------------------|
| Long Curtain Road   | Long Curtain Car Park     |
| Northern Parade     | Alexandra Park            |
| Portsdown Hill Road | Portsdown Hill            |
| London Road         | Hilsea Lido               |
| Market Way          | Former Tricorn Centre     |
| Bransbury Road      | Bransbury Park            |
| Southsea Esplanade  | Southsea Common           |
| Milton Road         | Milton Park               |
| Eastern Road        | Car Park A27              |
| Eastern Road        | Farlington Playing Fields |

### 3.5.2 Aftercare and follow up Treatments

During the thaw the first priority will be to ensure, as far as possible, that road channels and footways are clear of snow in the vicinity of gullies etc. to allow melted snow to drain away. Only after gullies are clear should an attempt be made to clear any stockpiled snow.

As soon as practicable a special inspection of the network will be undertaken to identify any damage caused by the weather or the snow clearance operations.

### 3.5.3 Abandoned and Parked Vehicles

Where an abandoned or parked vehicle is hampering snow clearing operations the removal from the road, or removal to another part of the road, may be required. Wherever possible the owner will be contacted and requested to remove the vehicle directly but in certain circumstances this may not be possible.

Only police/traffic officers have the authority to move a vehicle in these circumstances and therefore contact will be made through the Snow Desk and an instruction sought from a police/traffic officer for the vehicle to be moved. The specific details of each vehicle, its location and the reason why it needs to be moved will be provided to the police/traffic officer and a log of all communications kept. The vehicle/s will only be moved once an instruction from a police/traffic officer has been received.

## Section 4 – Weather Forecasting and Ice Prediction

### 4.1 General Arrangements

During the winter period Colas will use the “Open Road” forecasting service provided by the Meteorological Office (London Weather Centre). The forecast provided each day gives the following information;

- Area 24-Hour Forecast
- Site Specific Forecast
- Morning Summary
- Evening Update forecast
- Snow Prediction during any High Risk period
- 2– 5 day forecast
- 24 hr contact number for Met Office Weather Forecasters

The main features of the forecasts are:

- Readiness colour 

|              |  |
|--------------|--|
| <b>Green</b> | no snow or ice expected                |
| <b>Amber</b> | risk of snow and/or ice                |
| <b>Red</b>   | snow, ice or drifting snow is expected |
- Hazards - This section gives information on the hazards giving rise to the Red or Amber readiness colours as well as other potential hazards which could be present with a “Green” forecast (e.g. high winds, heavy rain, fog)
- Temperatures - Minimum road surface and air temperature are provided, these are generally given together with a confidence statement of High Medium or Low, by the forecaster.
- 24 Hour Summary - This gives a general summary of the weather forecast from 12.00 midday to 12.00 midday the following day.
  - 5 day forecast - This is an outlook for the 4 days following the day of issue of the forecast information. It gives an indication of the likely minimum road surface temperatures, together with a yes/ no statement for ice, snow, hoar frost and fog.
  - In addition to the above, at approximately 1900 hours each day the London Weather Centre issues an evening forecast. This can be viewed by the WMDO and WMSM at home on a portable (laptop) computer. The WMDO can contact the duty forecaster at the London Weather Centre to discuss any complications that may arise in the forecast. This consultancy service is provided 24 hours a day.

### 4.2 Ice Prediction System

Colas have subscribed to the Finley Irvine Ice Station Alert System. The variables measured are: air temperature, road surface temperature, relative humidity, precipitation, wind speed and direction, surface condition (wet/dry)

and road temperature at 300 mm depth as well as salt residue. These are accessed by the London Weather Centre and fed into their forecasting model, enabling them to prepare a forecast specifically for the area.

The 2 Ice Prediction sensor stations are located as shown below. The selected Forecast site will be one of these two locations and will be determined in liaison with the chosen forecast provider. The sites are:

1. *Eastern Road, at the entrance to Great Salterns Quay by lamp column 205*
2. *Portsdown Hill Road, adjacent to the parking area just west of Hilltop Crescent by GPO pole DP 847*

Finley Irvine software is installed on 2 Desktop PC's and 2 Laptop PCs. One Laptop will remain with the WMDO. The Desktop PCs are located in the Service Company offices and for accessing by WMDO or other delegated officers during the working day. Further access to the forecasting information is available from any PC connected to the Internet via Finley Irvine Ice Station Alert System.

#### **4.3 Records**

The WMDO will keep detailed daily records of information using forms from the "Winter Maintenance Operational plan":

- weather forecast
- actual weather conditions
- reports received
- decisions made
- instructions given
- confirmations
- actions taken
- liaison and communications log

These records will comprise paper as well as electronic records. They will be maintained, together with the adjacent authorities' decisions, in the Winter Weather Records File. Records will be archived and retained.

Periodically analysis of the records will be carried out to identify non-conformances or trends and to ensure compliance with the Winter Maintenance Code.

## **Section 5 – Winter Weather Emergency Preparation and Planning**

### **5.1 Health and Safety**

Risk Assessments and Safe Working Methods assessments and safe working methods for office staff and operational staff engaged on winter maintenance are prepared by the WMSM and the WMDO and updated in the second fortnight of September.

### **5.2 Mutual Aid**

The management of the interface between the PCC network and the Trunk Road and other networks is essential to the consistent provision of a winter service. For example, there are local roads at the PCC boundary which are essential to traffic flow within the City.

Mutual aid can be many different things, from the sharing of resources such as salt, the sharing of facilities or assistance to deal with specific problems that may occur near maintenance boundaries.

Whilst these arrangements are often ad hoc, inconsistent and rely upon the goodwill of the parties' involved, Colas is committed to the principle of mutual aid.

### **5.3 Review**

Colas undertake a mid-season and end of season review of the Winter Maintenance Operations. This is initially undertaken by the WMSM and PCC and will cover communication issues, management and delivery of the Winter Service.

Issues may be identified at the initial meeting that may require later input from a third party e.g. the Police. The review will include:

- response and treatment times
- decision making
- command and control
- escalation and snow desk (if applicable)
- liaison and communications
- weather forecasting and ice prediction
- actual weather conditions
- operational issues
- records
- health and safety
- human resources
- vehicles and plant
- de-icing materials
- depots and facilities
- Identified problem areas on the network
- Innovation and new techniques

Please find below the main action taken after the review of the 2015-2016 winter season:

- 1) The Streets Ahead website remains under review/construction. Gritting routes and information continue to be published on the PCC website.
- 2) Temporary gritting route 12 (which was implemented last season to incorporate the one-way system which is in place for the duration of The Hard Development works) remains in place to accommodate the ongoing works.
- 3) The fleet of winter maintenance vehicles is due to be replaced, new vehicles are expected in October/November 2016.
- 4) Grit bin no. 42 (Walton Road) has been relocated from its original position adjacent to lamp column 30 to a more suitable location adjacent to lamp column 31.

#### 5.4 Winter Service Timetable

The generic preparation table is presented in **Appendix G**, the table below sets out key dates in the delivery of the 2016-2017 winter service.

| Date              | Who       | Action                        |
|-------------------|-----------|-------------------------------|
| July 2016         | Colas     | Preparation of WMOP update    |
| 31 July 2016      | Colas     | Submit WMOP to PCC for review |
| TBC               | PCC       | T&T Cabinet Briefing Meeting  |
| n/a               | Colas     | Amend WMOP as required by PCC |
| 16 September 2016 | Colas     | Submission of WMOP to PCC     |
| TBC               | PCC       | T&T Cabinet Decision Meeting  |
| 23 September 2016 | Colas     | Issue WMOP                    |
| 1 October 2016    | n/a       | Winter season commences       |
| 26 January 2017   | Colas     | Mid-season review             |
| 30 April 2017     | n/a       | Winter season concludes       |
| 24 May 2017       | Colas/PCC | Post season review meeting    |
| June 2017         | Colas     | Post season report to PCC     |

## Section 6 - Resources

### 6.1 Introduction (Resources)

This section of the Winter Maintenance Operational Plan (WMOP) details the resources available for delivery of winter services including reserve and contingency arrangements. (refer to Appendix B for list of the abbreviation)

### 6.2 Human Resources

The following table defines the key personal responsible for delivery of the services defined within this document:

| Function                | Title                     | Contact      |
|-------------------------|---------------------------|--------------|
| Responsibility for Plan | WMSM                      | 07717 665912 |
| Decision maker          | WMDO and WMSM if required | 07717 665912 |
| First Point of Contact  | WMDO                      | 07717 665912 |
| Out of hours contact    | WMDO                      | 07717 665912 |

### 6.3 Training

The Service Company is committed to ongoing staff training and education. It is essential that the decision maker is competent and experienced in all likely weather conditions. Therefore all staff involved in winter service duties will receive instructions and training, as appropriate to their duties, to ensure effective operation. Training will include; an appreciation of winter weather forecasting, effective decision-making, and particularly the management of snow events and implementation of this WMOP.

It is also essential that there are adequate numbers of HGV drivers within the workforce, trained to drive the necessary machinery, for a prolonged snow event. Operational staff will have the appropriate driving license be trained to appropriate levels, such as City and Guilds Scheme winter service operatives' qualification. Records of all training are kept on file at the Service Company's office.

### 6.4 Winter Maintenance Exercise

**6.4.1** A trial exercise shall be carried out in advance of each winter period to check all the plant, operatives and ancillary equipment are available and in working order.

**6.4.2** This exercise will normally take place in late September. All pre-salting vehicles (including salt spreaders), snowploughs, as shown in **Appendix J** and relevant labour will be involved and tested.

#### 6.4.3 The trial run shall consist of:

- Salting vehicles being loaded with spreading inserts
- A minimum amount of salt and loaded to test the correct operation of the unit
- Ploughs fitted and their operation tested
- Priority 1 routes run in full, checking route maps and schedules are available and correct
- Priority 2 routes, subject to agreement with the Winter Service Activity Manager

The results of this exercise shall be recorded on Checklist A in **Appendix J** and copied to PCC.

#### 6.4.4 Briefing and induction

### 6.5 Manning Levels

There are 8 qualified drivers for winter service operations on the PCC network. This will provide a minimum resource level of 2 times the number of operational vehicles needed.

An additional 2 fully trained HGV drivers are available on request to provide winter emergency response.

In normal conditions 3 drivers will be on duty at any one time.

In a snow situation there will be sufficient HGV drivers to operate gritters for 24-hour cover for a prolonged period of severe weather.

### 6.6 De-icing Material

#### 6.6.1 Type and Specification (See Appendix I)

To minimise damage to third party property and vehicles and to reduce problems in periods of low humidity it is proposed to utilise 6mm nominal size rock salt as below. Abrasive grit may be used in periods of extreme weather.

- 6mm salt, to BS3247:1991
- Abrasives: 5 or 6mm sharp sand

Following "The Quarmby Review", issued by the Secretary of State for Transport, to consider the resilience of English transport systems, new guidance was issued in Oct 2010 to provide a comprehensive range of spread rates for different weather conditions and spreading capabilities for the UK road network. Whilst Colas has taken these into consideration, we will not be in a position to fully implement them until the existing fleet of vehicles is renewed.

This information has been reviewed in 2016 with no changes, however it is Colas' intention to replace the winter maintenance fleet during the 2016/2017 winter season.

### 6.6.2 Storage Locations

For the 2016/2017 winter season Colas salt is stored in the Walton Road depot. See **Appendix F** for Equipment, Store and Salt Barn location.

The UKRLG updated its recommendations regarding pre-season salt resilience stock level in its report "The resilience of England's Transport Systems in Winter" issued in October 2010. The resilience levels suggested are changing from 6 days/24 runs to 12 days/ 48 runs. This translates into a pre-season stock level for Portsmouth of 864t of salt. The storage capacity at Portsmouth depot is 970t (850t in a dedicated salt barn in Walton Road depot and 120t in a non-covered storage bay), 10% more than the recommended resilience level, which is fully stocked before the start of the winter season. For the record the total tonnage of salt used in 2015/2016 winter was in the region of 757t.

Colas still keeps a framework contract agreement with both main UK salt provider Salt Union and Cleveland Potash. Colas internal growth has increased the level of salt bought by the company, Colas Portsmouth can therefore draw on a privately owned 150,000t of salt.

In 2010, it was agreed that a New Emergency Network is to be considered in case of salt supply shortage. In extreme or prolonged weather conditions, the Government may establish the "Salt Cell", this will control the distribution of salt supplies nationally, and may require the reduction of the treated network. It is important to note that in these circumstances, the control of supply of salt is beyond our control.

Colas have also been in discussions with the Met Office who can now provide a more accurate weather report which highlights the road surface temperature at several locations throughout the City, this will allow us to take a decision with the agreement of PCC, whether to grit certain roads should there be an extreme salt shortage.

It is part of the WMSM's task to be responsible for the timely ordering of replacement salt.

## Section 7 – Liaison and communication

### 7.1 Publicity

It is important that the all interested parties including the general public are aware of and understand Colas/PCC approach to winter maintenance of the public highway.

Queries and complaints from the public will be dealt with directly by Colas via the helpdesk as appropriate and will be recorded through the PEM system.

The plan will be circulated to the list of stakeholders listed in preamble of this plan.

Statements relating to policy, and the general level of service provided will only be made through PCC.

Subject to the approval of PCC, Colas will provide information on agreed relevant details contained in this WMOP for Public Highways to the general public using agreed means of communication. This includes a proposal for the content of PCC Winter Maintenance of public highway website section.

In order to achieve a consistent approach to winter service operations along routes that either enters or leave the PCC boundaries, liaison with HCC and the Highways Agency will take place. All communications will take place by email and telephone as necessary.

Colas will notify the bodies in section 2.2.1 of all proposed treatments once known, but not normally later than 16:00 each day. It will also notify them of other actions including changes to planned treatments, reactive treatments and snow clearance. Communications in severe weather conditions will include regular updates as determined by the prevailing circumstances

All notifications will be by email and phone unless agreement is reached with recipients for transmission by other electronic means.

Colas will consult with PCC, as soon as practicable, on any strategic decisions required or any events that may have a significant effect on the performance of the network, such as strategic road closures.

The form at **Appendix K** will be used for all notifications.

### 7.2 Reports

#### 7.2.1 Daily reports

Before 9.30am each day the WMDO will provide a daily operational report to the WMSM, detailing the treatments carried out over the last 24 hours and any relevant issues that have arisen during that period. The report shall be submitted in the form defined at **Appendix K**. The reports will be archived on Colas data base and made available to PCC on request.

#### 7.2.2 Regular Updates

During severe weather conditions Colas will provide PCC with regular updates describing the current condition of the network and detailing the ongoing and

proposed winter service operations. The report shall be submitted, by email, by the WMSM in the form defined in **Appendix K**.

### **7.3 Media Liaison**

In order to provide information on the winter maintenance decisions and other routine matters the Service Company will inform PCC communication officer daily in case of severe weather condition and on an ad hoc basis otherwise as required by PCC.

Any direct communication between Colas and the media will first be vetted by PCC.

### **7.4 Internal Communication Arrangements**

During the Winter Service period all normal internal operational communication and instructions will be via landline telephones, mobile telephones and/or emails. Instructions, actions and reports will be recorded.

All winter service depots and gritting vehicles will be equipped with mobile telephone communication to ensure contact can be made by the supervisors and WMDO's at all times.

## **Appendix A**

### **Other Plans Containing Colas Highway Management Roles and Responsibilities**

- Portsmouth City Council – Emergency Response Plan
- Colas – Emergency Incident Plan

DRAFT

# **Appendix B**

## **Definitions and abbreviations**

|      |                                    |
|------|------------------------------------|
| PCC  | Portsmouth City Council            |
| HCC  | Hampshire County Council           |
| WMSP | Winter Maintenance Service Plan    |
| WMSM | Winter Maintenance Service Manager |
| WMDO | Winter Maintenance Duty Officer    |
| RST  | Road Surface Temperature           |
| TWC  | Tarmac Wearing Course              |

# Appendix C

## Guidelines for Decision Making

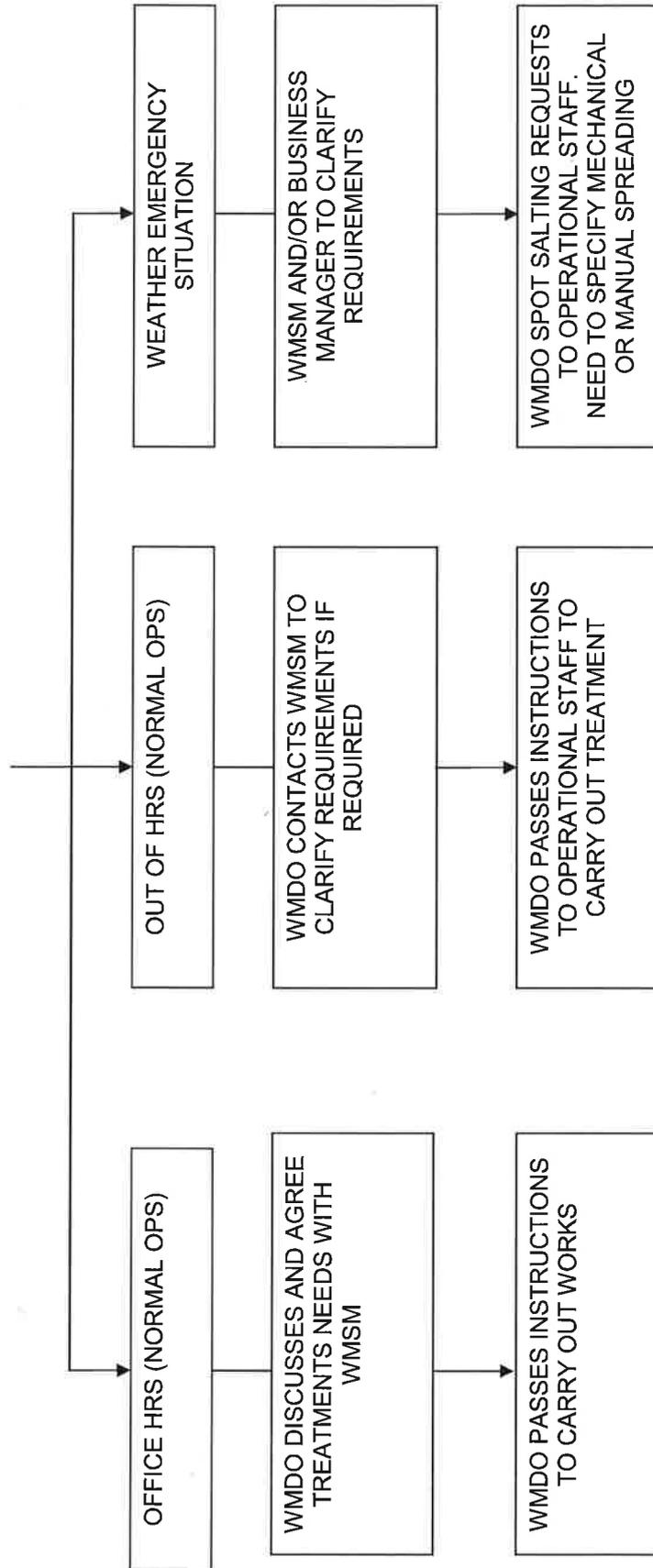
| Forecast Conditions                                       | Amber   |   |                         |  | Red  |   |   |   |   |   |
|---|---|---|-------------------------|--|--|---|---|---|---|---|
| Above Freezing  | Borderline Freezing Conditions                  |   |                         |  | Definite Freezing Conditions                           |   |   |   |   |   |
|   | No rain, freezing fog, or hoar frost, predicted | Rain, early morning freezing fog, or hoar frost predicted | Freezing in some places | No rain, freezing fog, or hoar frost predicted | Rain, freezing fog, or hoar frost predicted in places* | Rain predicted before freezing conditions | Rain predicted during freezing conditions | Early morning freezing fog, or hoar frost predicted | Light falls up to approx. 30mm            | Moderate falls over 30mm                        |
| <b>Road Conditions</b>                                    |   |   |                         |  |  |   |   |   |   |   |
| Road surface wet  | 2   | 2*  | 3                       | 3  | 3  | 4   | 3* and standby for possible repeat run    | 3*  | 5 & 6 and standby for possible repeat run | 5 twice & 6 and standby for possible repeat run |
| Wet patches on road surface                               |   |   |                         |  |  |   |   |   |   |   |
| Road surface wet but may dry                              | 1   | 2*  | 1                       | 1  | 3  | 4   | 3*  | 3*  | 5 & 6                                     | 24 twice & 6                                    |
| Road surface dry  |   |   |                         |  |  |   |   |   |   |   |
| Routes pre-salted within 24 hours with no subsequent rain |   |   |                         |  |  |   |   |   |   |   |

**Recommended Action**

- 1 No action necessary
- 2 Colas gritters operators to standby in depots (loaded or unloaded as agreed with the Winter Maintenance Duty Officer)
- 2\* Colas gritters operators to standby in depots (loaded or unloaded as agreed with the Winter Maintenance Duty Officer)
- 3 & 24 Pre-salting to be completed before commencement of freezing conditions @ 15g/m<sup>2</sup>
- 3\* Pre-salting to be completed before commencement of freezing conditions @ 15g/m<sup>2</sup>
- 4 Pre-salting to be programmed after rain has finished @ 15g/m<sup>2</sup>
- 5 Pre-salting to be carried out before predicted snow @ 20g/m<sup>2</sup>
- 6 Fit snow ploughs as appropriate

Note: M275 to follow Highways England gritting criteria to ensure uniformity

**WMDO IDENTIFIES  
NEED FOR SPOT SALTING TREATMENT**



### Timing of Action

Pre-salting needs to be timed for maximum de-icing effect, i.e. completed close to the commencement of the freezing period. However, it must be borne in mind that pre-salting operations during the early hours, after midnight, will have a serious effect on the ability of the work force to undertake a full day's work later in the day.

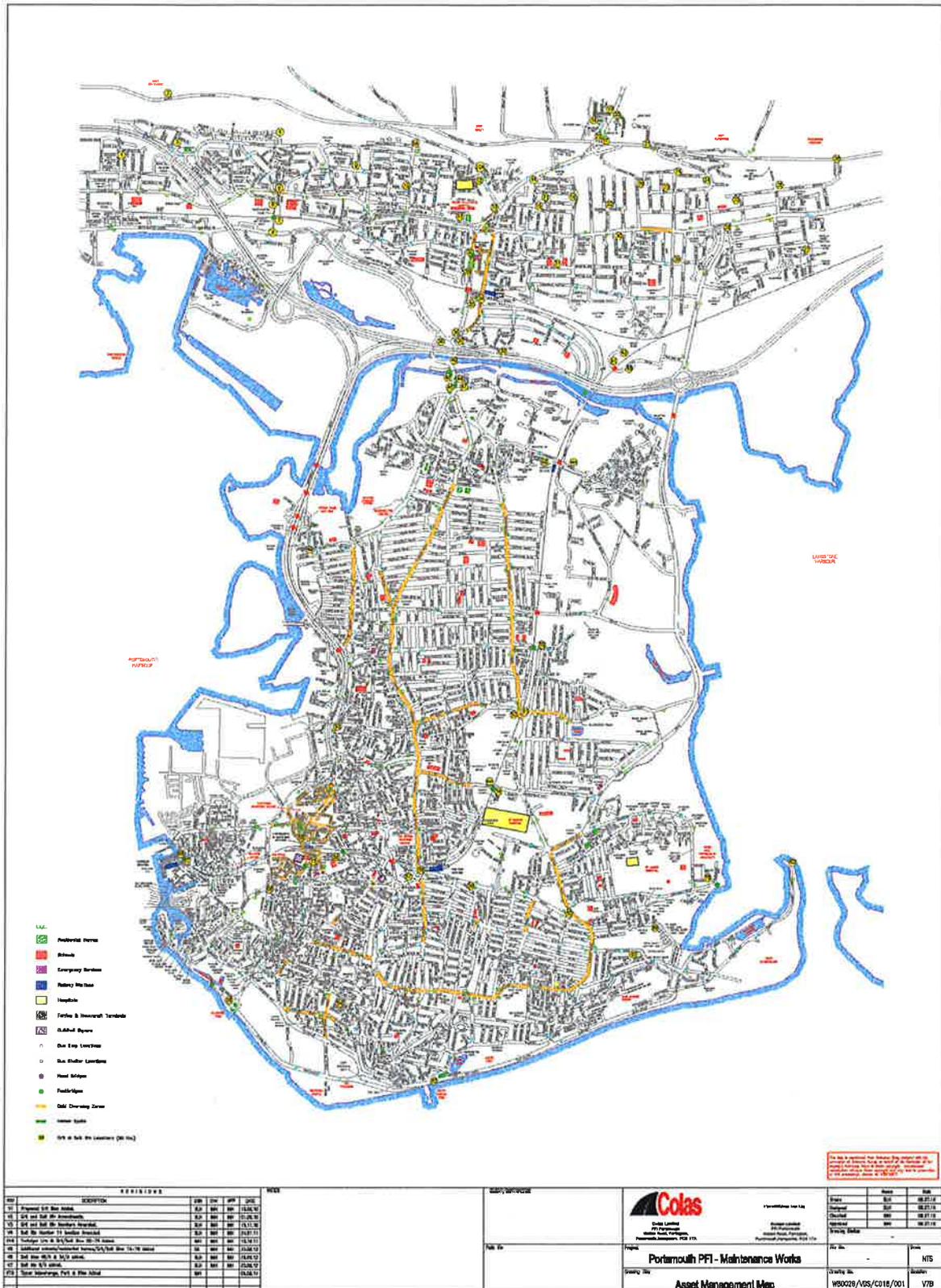
Where possible **and where prevailing weather and traffic conditions permit**, pre-salting should be timed for mid to late evening, starting between 1900 and 2000 hrs. Where there is a risk of any loss of de-icing effect the run should be timed for a later start.

Additionally, unless weather prevailing conditions dictate otherwise runs during the peak traffic periods should generally be avoided (0730 to 0930 and 1600 to 1830).

During periods of continuous shift working the runs can be timed to greatest operational effect as the workforce will not be required for other duties. However, the change of shift period should be avoided if at all possible.

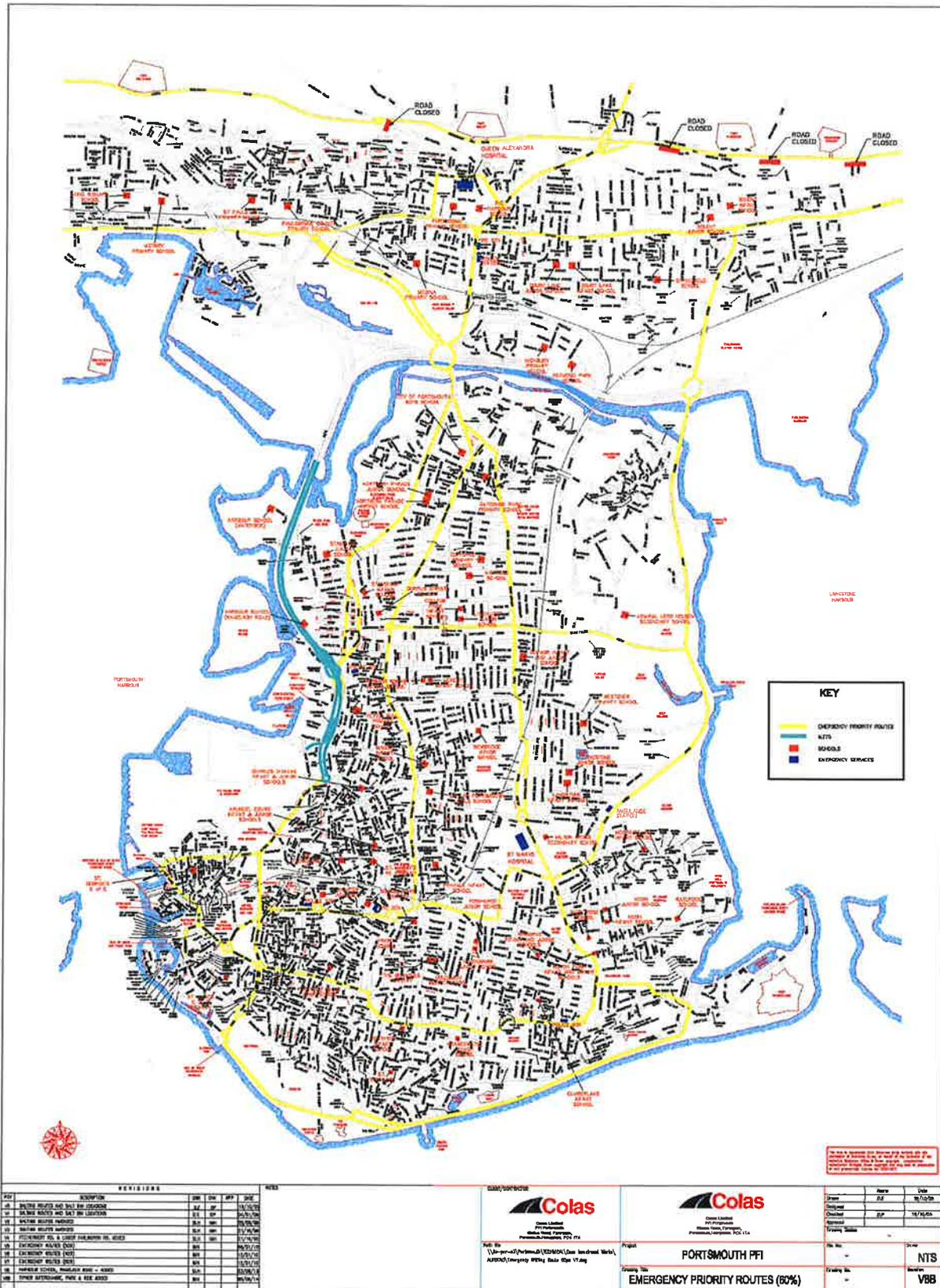
# Appendix D

## Gold Zones, Bridges, Hollow Spots, Transport Hubs, Residential Homes, Hospitals, Emergency Services and Salt Bins locations





# Appendix D2 Carriageway Emergency Network



## Appendix D3 Carriageway salting routes details

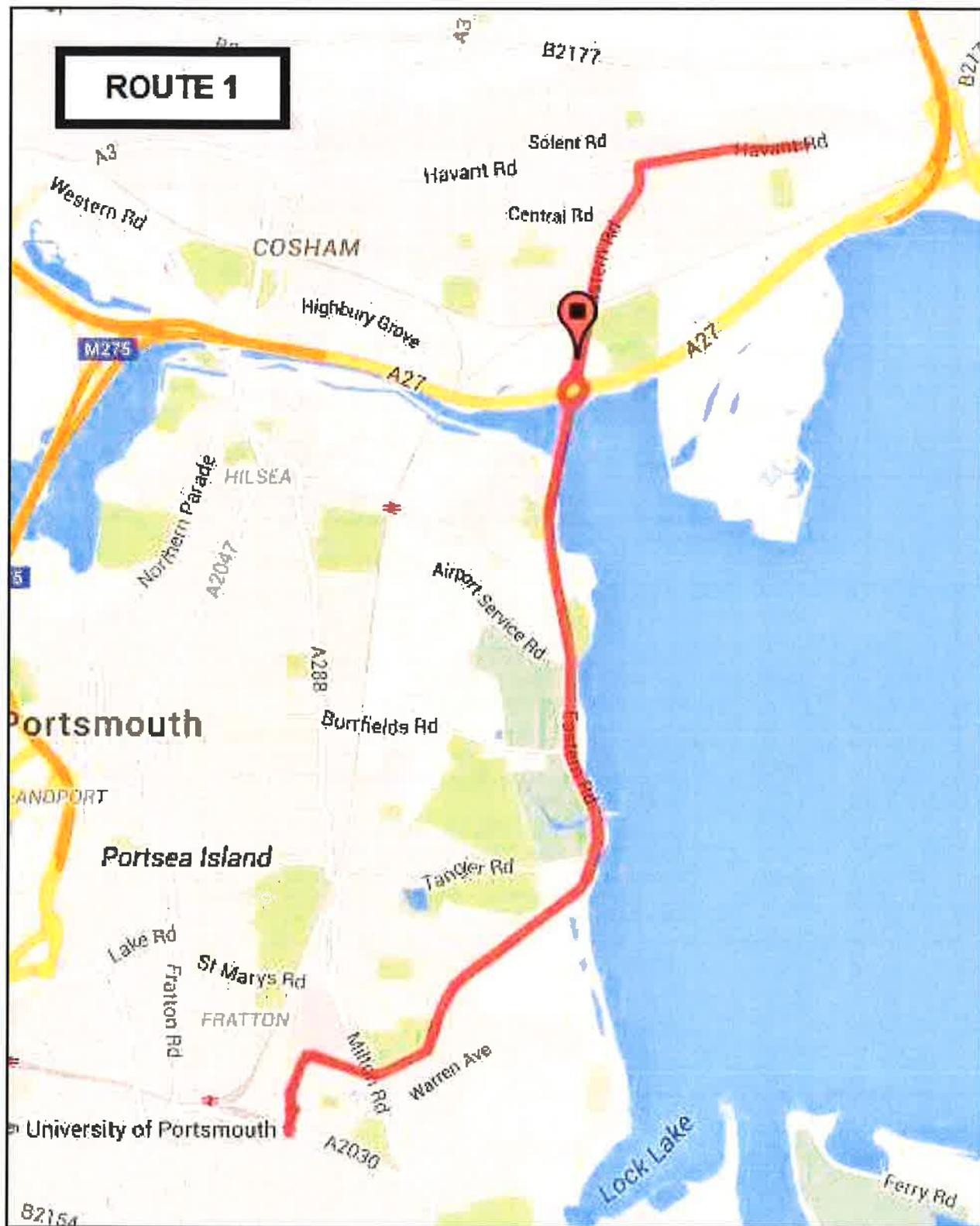
### Summary of Priority 1 Salt Routes

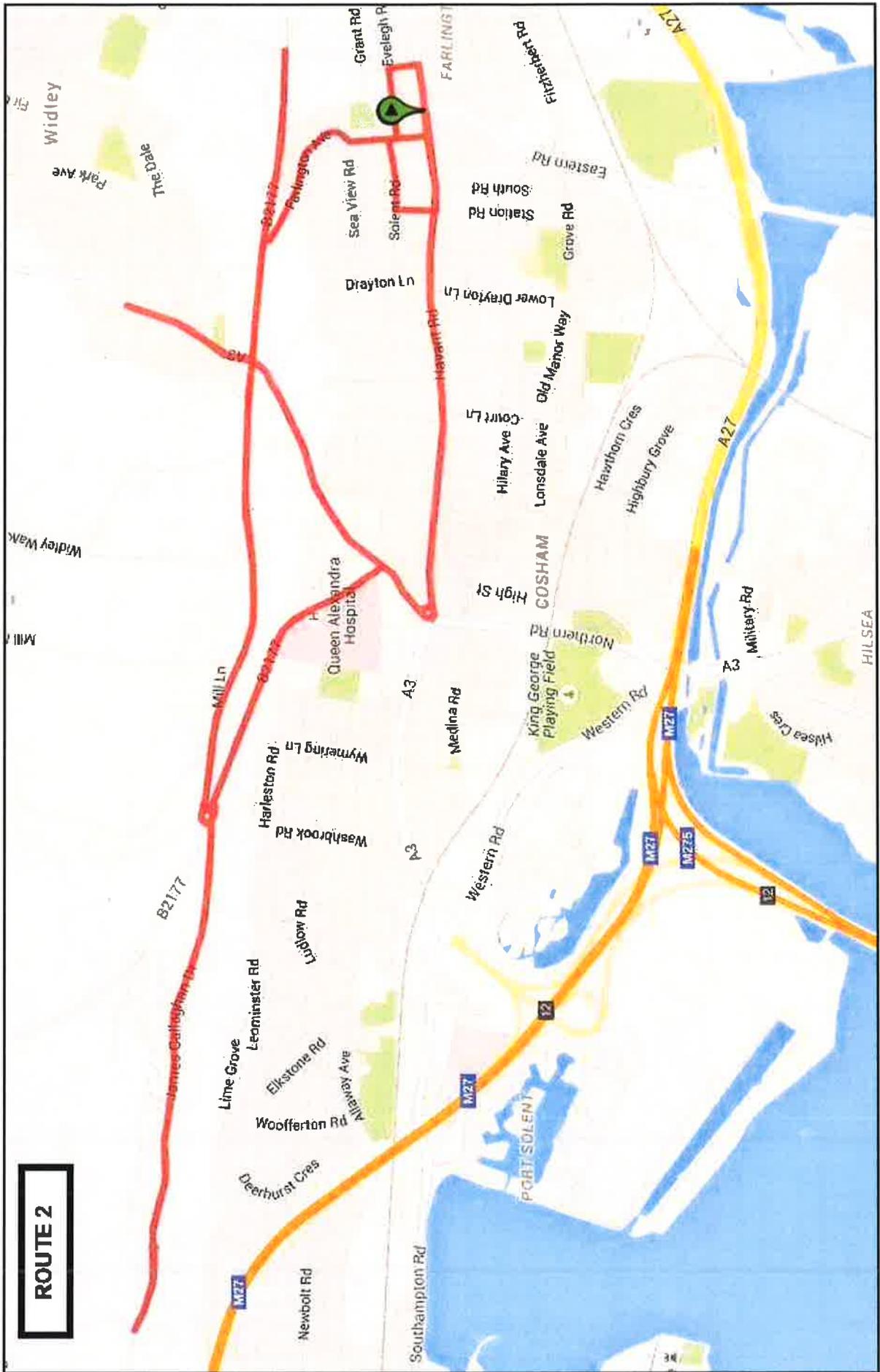
| Route No. | Route Area | Key Roads/Locations  | Design Responsibility |
|-----------|------------|--|-----------------------|
| 1         | Central    | Eastern Road (from Walton Rd), Havant Road E (to boundary), Havant Road W, Eastern Road S, Velder Avenue, Rodney Road, Fratton Way (to Goldsmith Av RAB), Velder Avenue, Eastern Road N.   | SW                    |
| 2         | North      | Havant Road W (from Eastern Rd), Spur Road, Northern Road, London Road (Turn at Park Av), Portsdown Hill Rd W, James Callaghan Drive (up to Fort Southwick), Southwick Hill Road, Portsdown Hill Road E (turn at Crookhorn Lane) Farlington Avenue, Galt Road (to Eveleigh Road), Eveleigh Road (Galt Rd to Farlington Ave), Solent Road (to Portsdown Ave), Portsdown Avenue (Solent Rd to Havant Rd), Havant Road E (to Eastern Rd).   | SW                    |
| 3         | North      | Grove Road, Old Manor Way, Lonsdale Avenue, Knowsley Road, Cosham High Street (to Vectis Way), Vectis Way (to Wootton St), Wootton Street, Wayte Street (Wootton St to High St), Cosham High Street, Northern Road, Roebuck Close (and bus lanes), Portsmouth Road, Chatsworth Avenue, Highbury Grove (from Chatsworth Ave to Hawthorn Cres), Hawthorn Crescent (to Wembley Grove), Wembley Grove (Hawthorn Cres to Chatsworth Ave), Portsbridge RAB, Western Road, Northarbour Road, Southampton Road W, Port Way, East Street Portchester, Southampton Road E, Western Road S. | SW                    |
| 4         | North      | Southampton Road E (from Western Rd), Allaway Avenue, Jubilee Avenue, Portsdown Road N, Newbolt Road, Connaught Lane, Rowland Road, Deerhurst Crescent, Raymond Road, Jubilee Avenue, Allaway Avenue, Hillsley Road, Winterbourne Road, Almondsbury Road, Leominster Road, Ludlow Road, Hempstead Road, Elkstone Road, Washbrook Road, Harleston Road, Mablethorpe Road, Boston Road, Peterborough Road, Lowestoft Road, Sevenoaks Road, Cavell Drive, Southampton Road E, Southampton Road W (to Western Rd).   | SW                    |
| 5         | Central    | Anchorage Road W, Norway Road W, Copnor Road N, Old London Road, London Road N, Copnor Road S, Norway Road E, Copnor Road S, Burrfields Road E, Eastern Road N, Airport Service Road W, Anchorage Road E, Eastern Road S, Burrfields Road W, Dundas Lane N (up to Veolia Entrance), Quartremaine Road N, Alchorne Place, Airport Service Road W, Dundas Lane South (to Quartremaine Rd).   | SW                    |
| 6         | Central    | Burrfields Road W (from Dundas Lane), Copnor Road N, Old London Road, London Road N, Portsbridge Bus Lanes, London Road S, Kingston Crescent, Rudmore RAB, Wharf Road (to Ferry Gate), Twyford Avenue, Northern Parade N, London Road N, London Road S, Northern Parade S, Stamshaw Road, Kingston Crescent, London Road N (to Old London Rd)  | SW                    |
| 7         | Central    | Tangiers Road (from Eastern Rd), Baffins Road, Milton Road N, Copnor Road N, Stubbington Avenue, London Road S, Chichester Road, Kingston Road S, Fratton Road S, Fratton Bridge RAB, Fratton Road N, New Road, Baffins Road, St Marys Road (to Fratton Rd)  | SW                    |

|    |       |   |    |
|----|-------|---|----|
| 8  | South | Langstone Road W (from Eastern Rd), Milton Road S, Eastney Road S, Highland Road W, Albert Road W, Elm Grove W, Kings Road W, Landport Terrace N, Hampshire Terrace N, Lord Montgomery Way N, St Michaels Road N, King Richard 1 <sup>st</sup> Street E, Winston Churchill Avenue E, Victoria Road North, Goldsmith Avenue E, Milton Road N (to Langstone Rd)   | SW |
| 9  | South | Mile End Road S, Church Street, Holbrook Road S, Holbrook Road N, Lake Road E, Fratton Road S, Arundel Street E, Holbrook Road N, Lake Road W, Bus Route Area, Unicorn Road, Edinburgh Road W, Alfred Road, Market Way, Hope Street, Commercial Road N Mile End N.  | SW |
| 10 | South | Arundel Street W (from Fratton Rd), Station Street W, Commercial Road S, Isambard Brunel Road, Alec Rose Lane (to Charles Dickens St), Charles Dickens Street (rear of Civic Offices), Greetham Street, Raglan Street, Froddington Road (to rear of fire station), Somers Road, Winston Churchill Avenue E, Winston Churchill Avenue W, Lord Montgomery Way, St Michaels Road, King Richard 1 <sup>st</sup> Street, Winston Churchill Avenue E, Isambard Brunel Road N, Stanhope Road, Edinburgh Road, Bishop Caspian Way E (to Queen Street).  | SW |
| 11 | South | Cromwell Road (from RAB), St Georges Road, Eastern Parade, St Helens Parade, South Parade, Clarendon Road (to Circle), Victoria Road South, Victoria Road North, Fawcett Road, Lawrence Road, Waverley Road, Clarendon Road, Osborne Road, Duisburg Way (to RAB)  | SW |
| 12 | South | Pier Road S, Pier Road N, Jubilee Terrace, Bellevue Terrace, Kings Terrace, Museum Road W, High Street, Pembroke Road, St Georges Road, Gunwharf Road, St Georges Road, The Hard, (Station Approach – Queen St, One Way), Queen St (The Hard – Wickham St, One Way), Wickham St (Queen St – Clock St, One Way), Clock St (turning left onto The Hard) and Station Approach including all bus lanes), Queen Street, Alfred Road, Market Way N, Market Way S, Alfred Road, Anglesea Road, King Richard 1st Street, Lord Montgomery Way, St Michaels Road N, Anglesea Road N. Queen Street S, The Hard E, Park Road. | SW |

## Summary of Priority 2 Salt Routes

| <b>Route No.</b> | <b>Route Area</b> | <b>Key Roads/Locations</b>  | <b>Design Responsibility</b> |
|------------------|-------------------|---|------------------------------|
| 13               | North             | Walton Road, Station Road, Central Road, Lower Drayton Lane, Court Lane   | SW                           |
| 14               | North             | Medina Road (Northern to Parr), Parr Road (Medina to Bell), Bell Road (Parr to Winterhill), Winterhill Road (Bell to Medina).   | SW                           |
| 15               | North             | Credenhill Road (Allaway to Ludlow), Woofferton Road  | SW                           |
| 16               | North             | Sywell Crescent, Robinson Way, Moneyfields Avenue Bus Lane, Moneyfields Avenue, Martin Road, Eastbourne Road, Cobden Avenue, Idsworth Road, Neville Road, Hayling Avenue  | SW                           |
| 17               | South             | Moorings Way, Furze Lane, Locksway Road, Priory Crescent  | SW                           |
| 18               | Central           | Gladys Avenue, Gunstore Road, Limberline Road, Mayfield Road  | SW                           |
| 19               | Central           | Tipner Lane, Range Green, Tipner Road, Walker Road  | SW                           |
| 20               | South             | Gamble Road, Malins Road, Sultan Road, Nelson Road, Wingfield Street (from Nelson Road to Church St)  | SW                           |
| 21               | Central           | Flathouse Road, Prospect Road, Whale Island Way   | SW                           |
| 22               | South             | Winter Road, Festing Road, Francis Avenue, Jessie Road, Devonshire Square, Devonshire Avenue  | SW                           |
| 23               | South             | Bransbury Road, Ferry Road, Lumsden Road, Fort Cumberland Road, Henderson Road, Eastney Esplanade, Southsea Esplanade   | SW                           |
| 24               | Central           | Somers Road South, Cottage Grove, Green Road, Norfolk Street, Eldon Street, Middle Street, High Street Old Portsmouth, Broad Street, Seagers Court, Trimmers Court, East Street   | SW                           |
| 25               | South             | Outram Road (Elm Grove to Campbell Rd), Campbell Road, Grove Road South, Marmion Road, Kent Road, Portland Road, Avenue De Caen, Clarence Esplanade W, Southsea Terrace, Western Parade, Clarence Parade, Clarence Esplanade E. | SW                           |



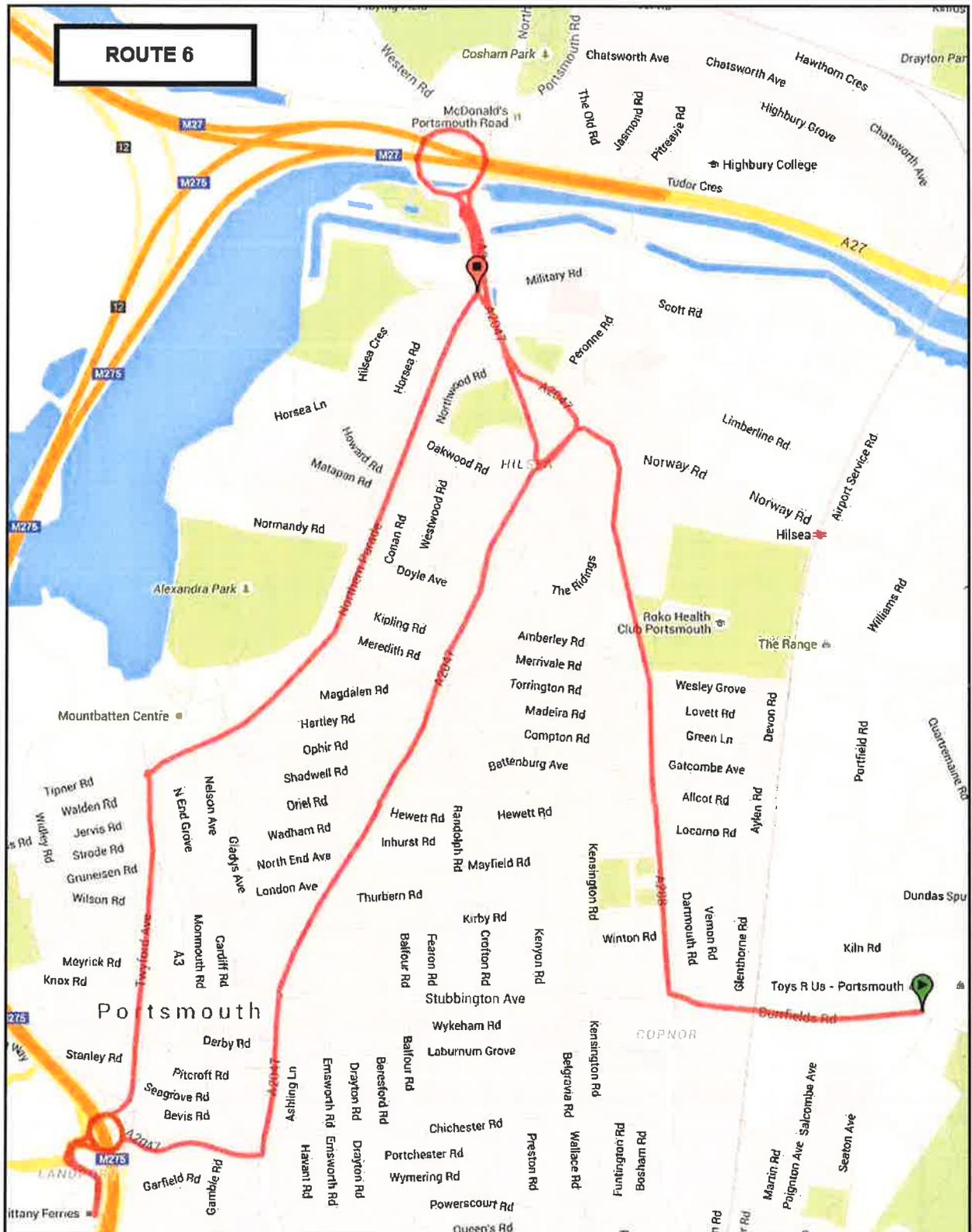


**ROUTE 2**



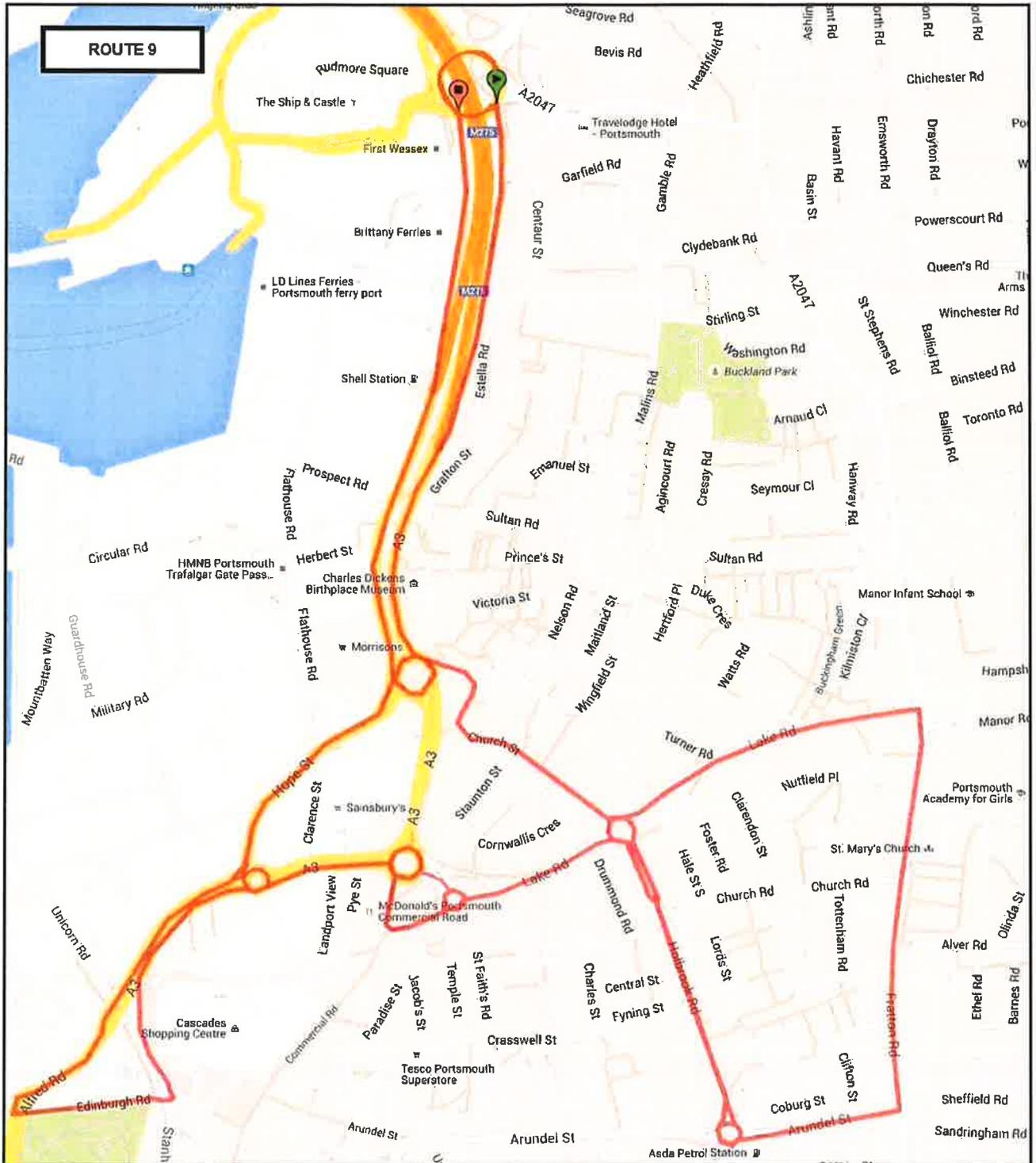


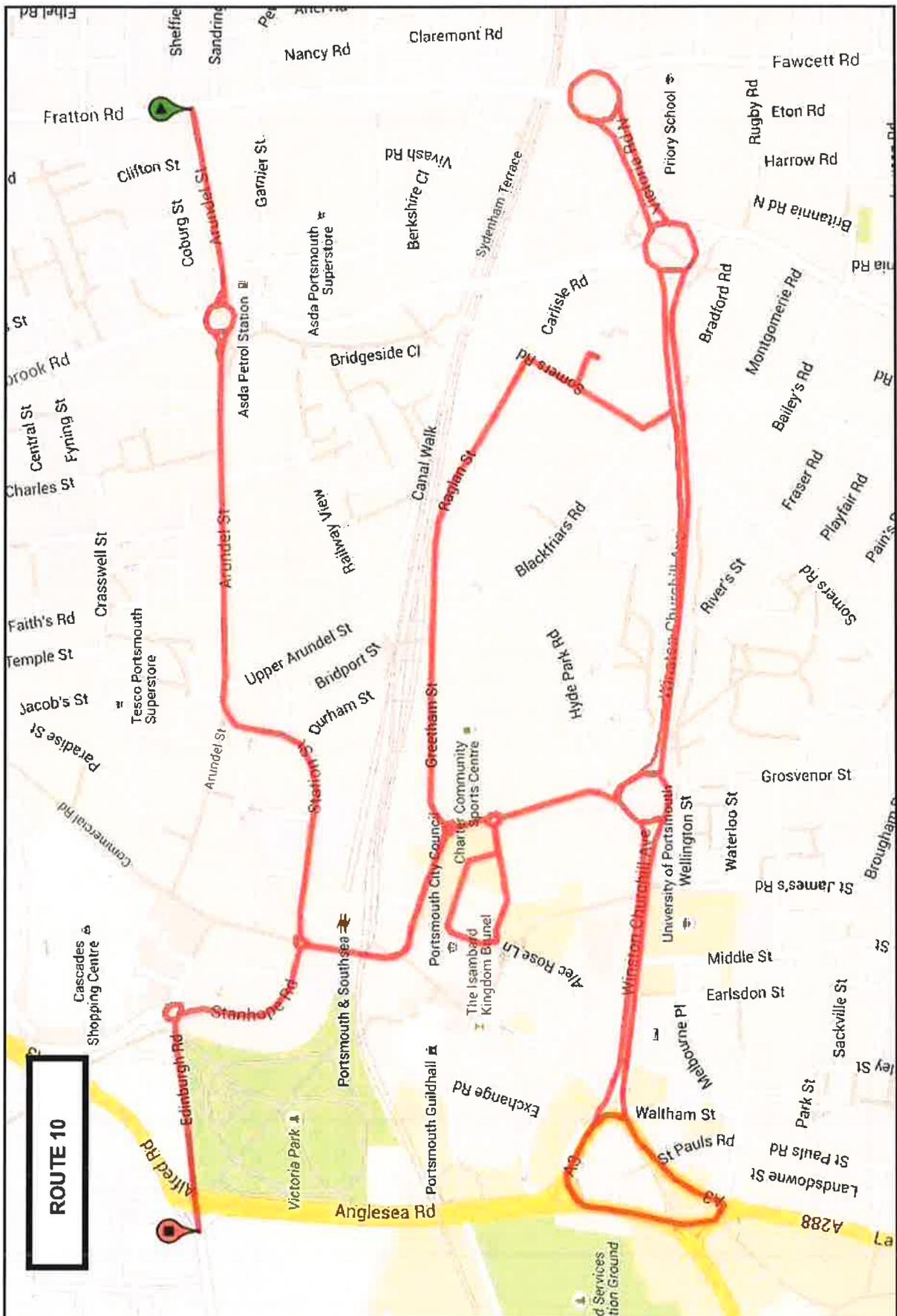






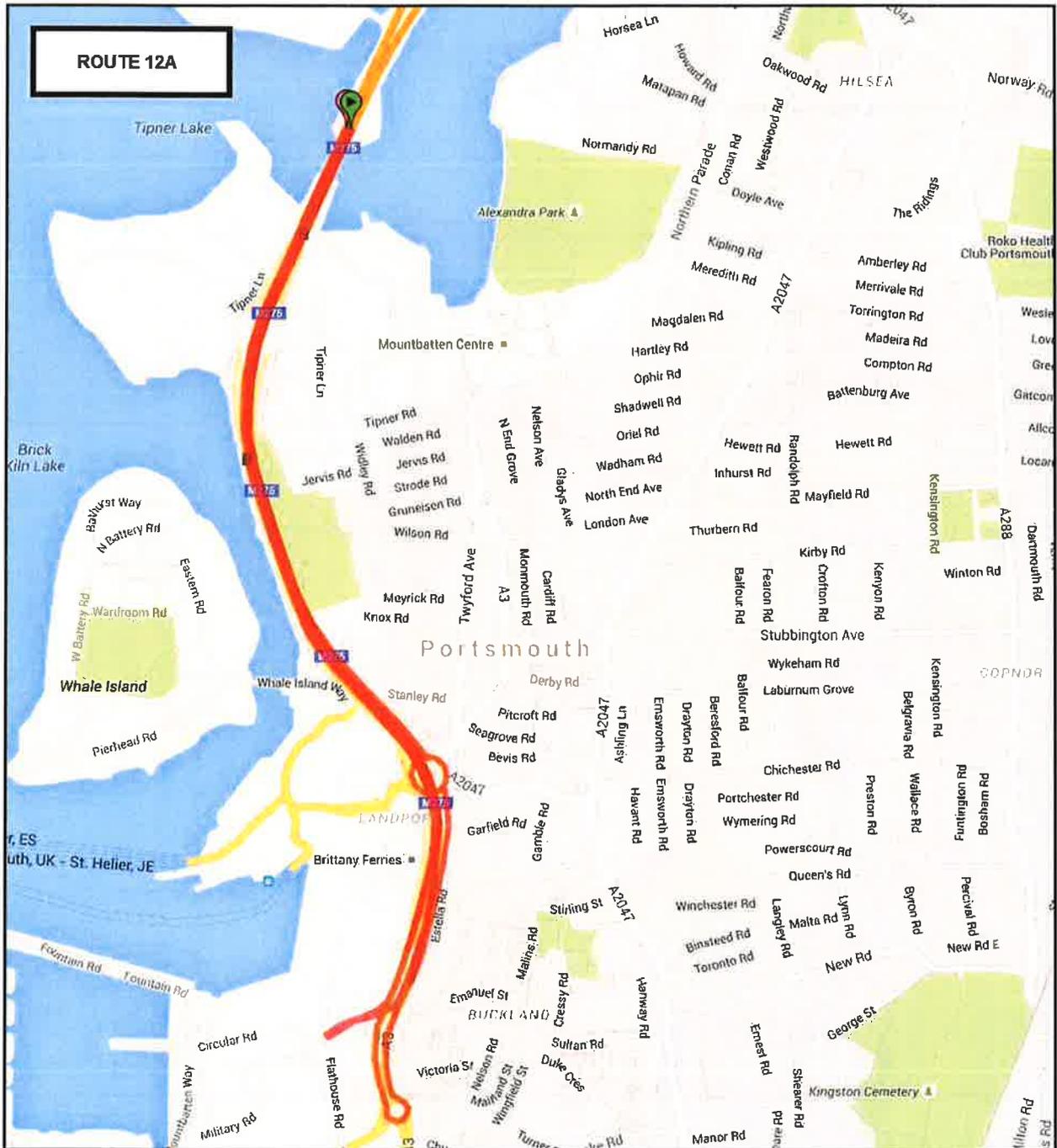


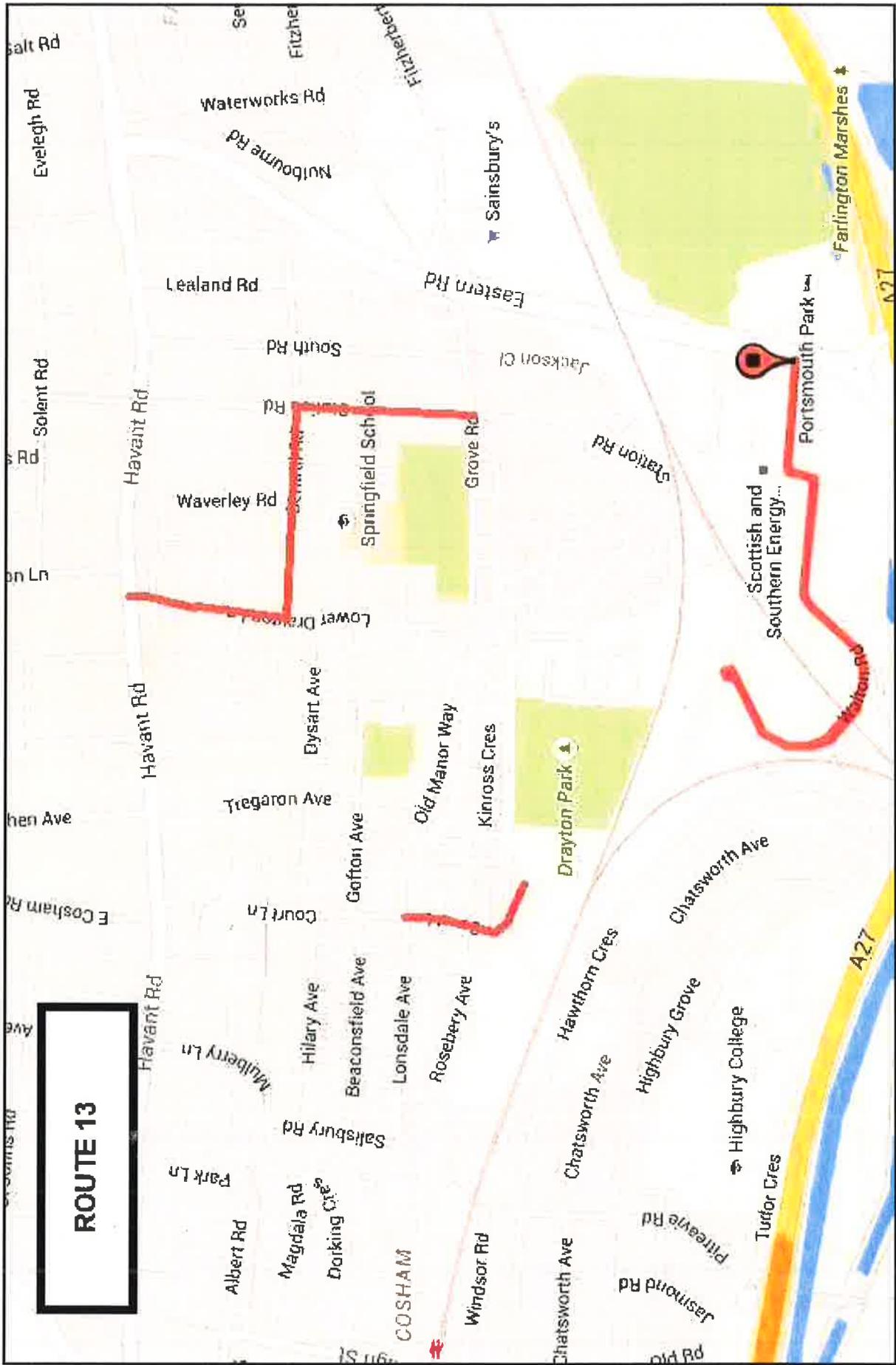


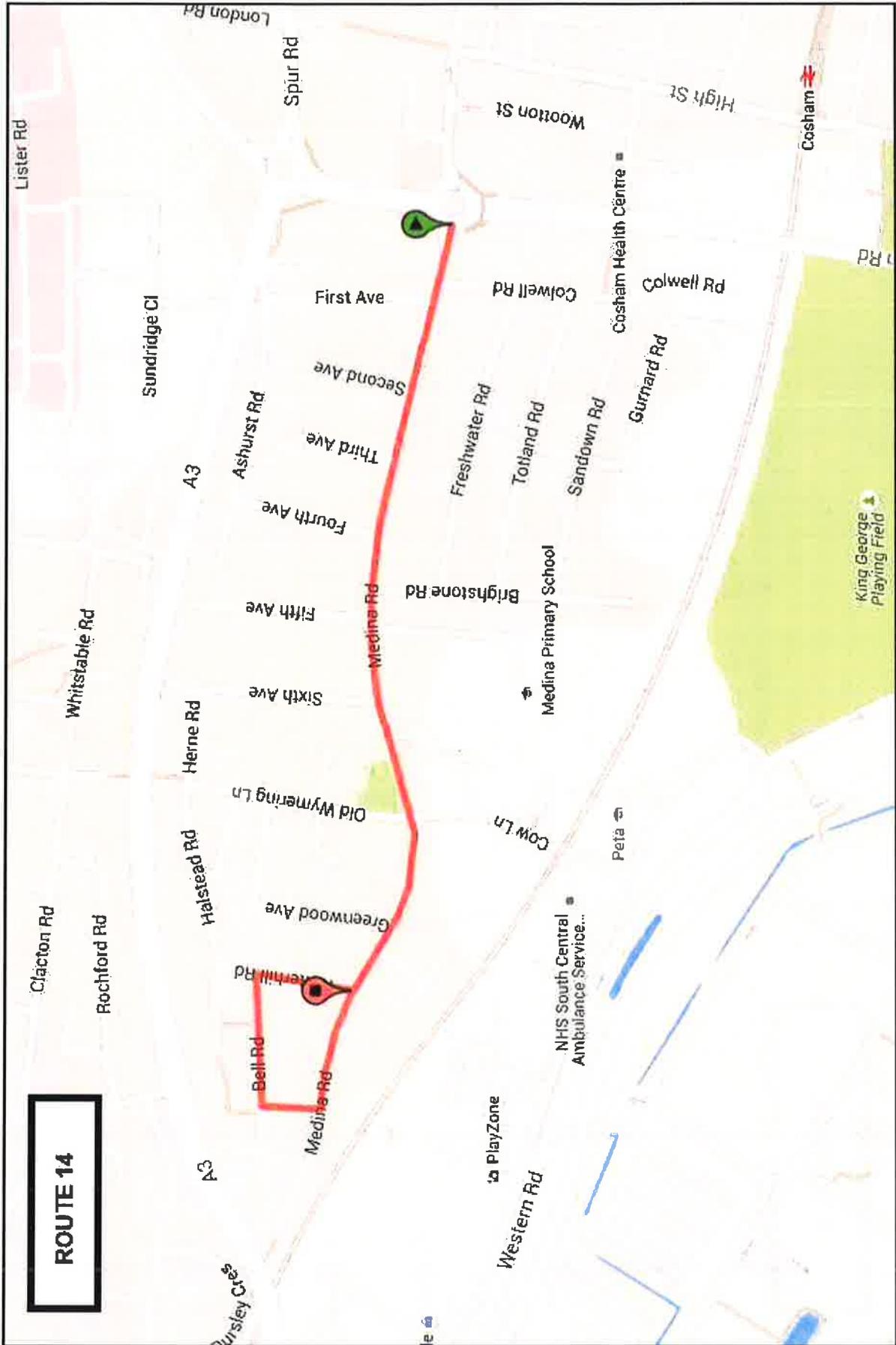


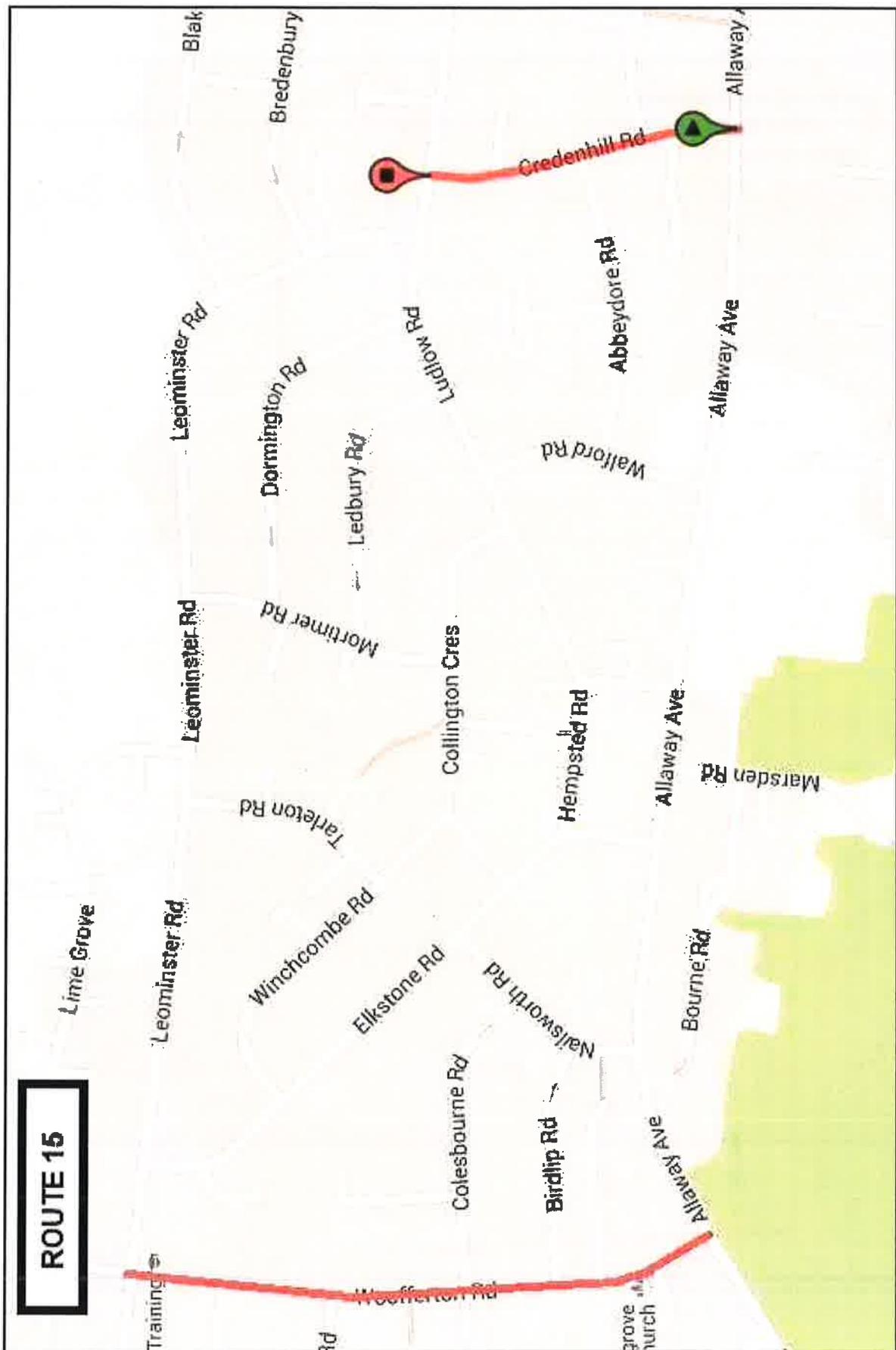






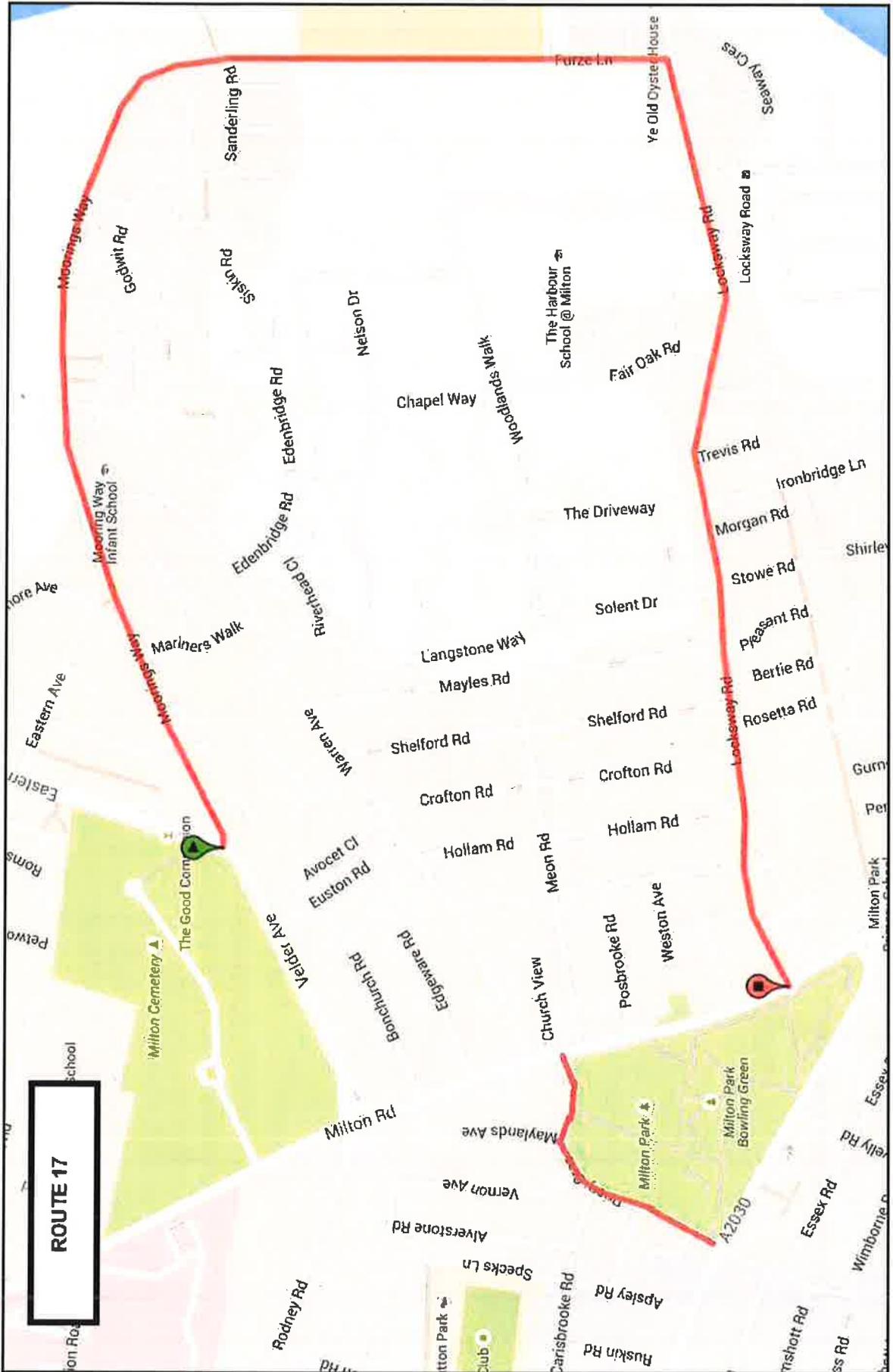






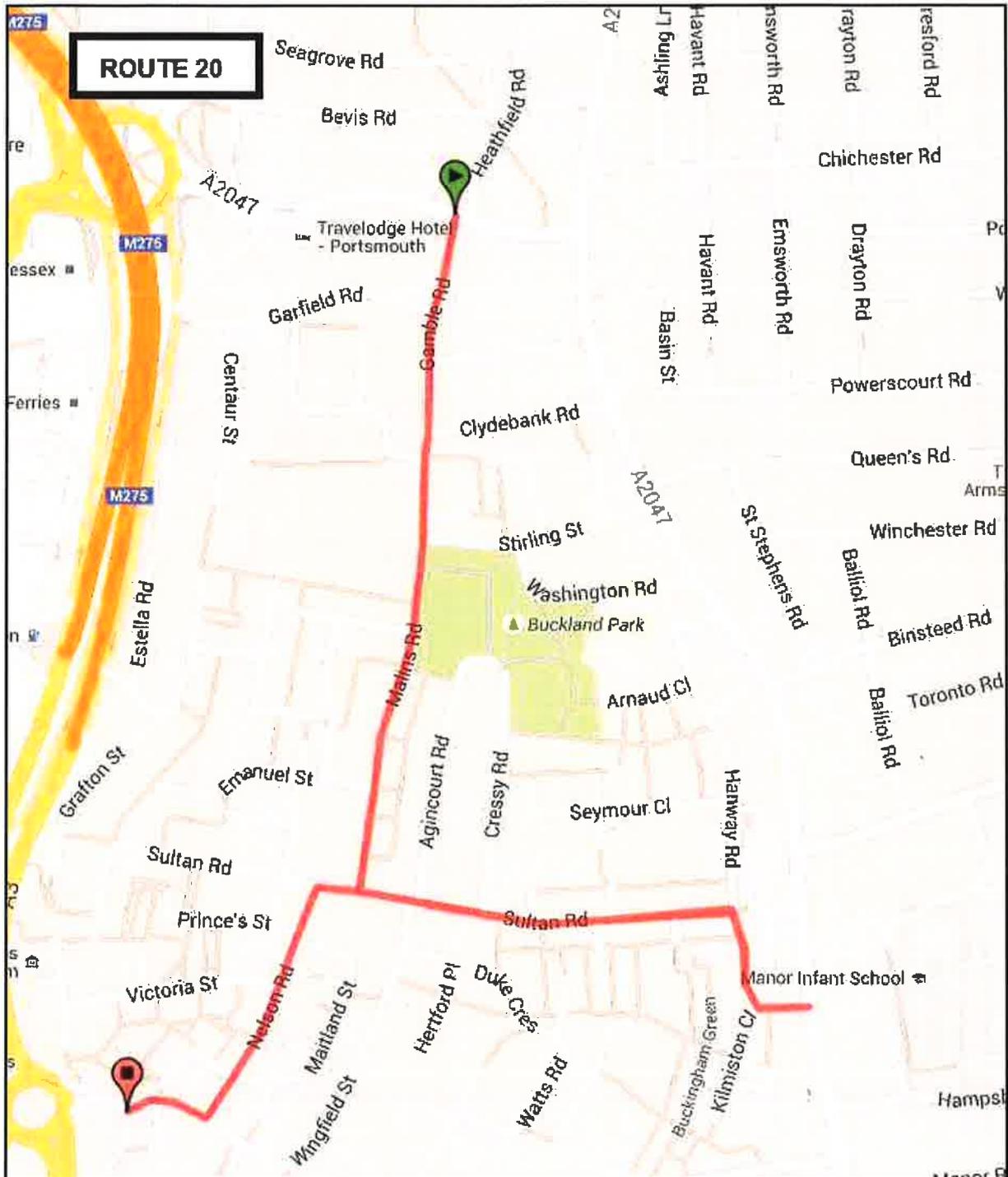
**ROUTE 15**



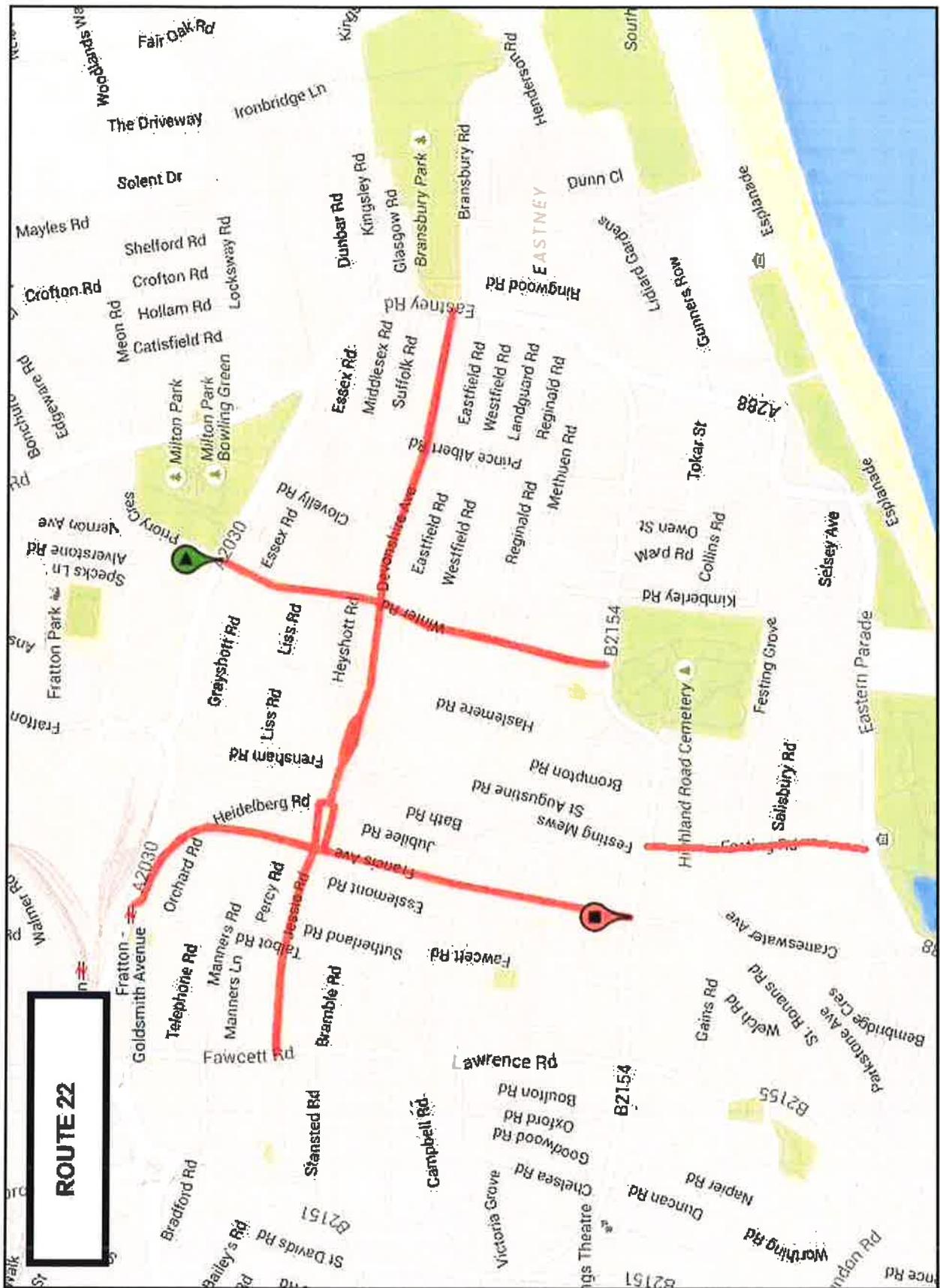




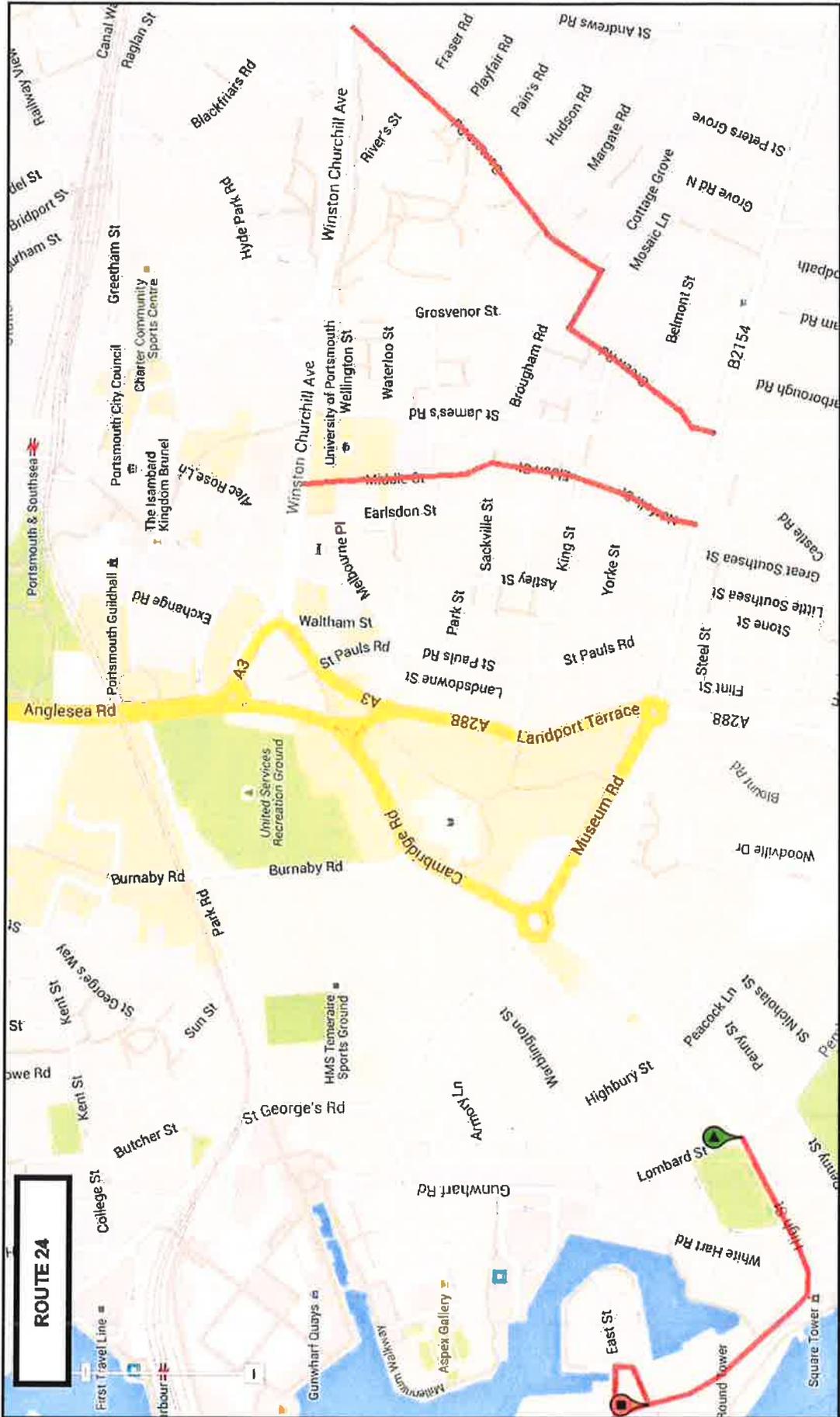














## Appendix D4 Salt/Grit Bin Locations

| Bin No | Location   |
|--------|--|
| 1      | Coleridge Road junction Wordsworth Avenue                        |
| 2      | Fort Southwick junction James Callaghan Drive                    |
| 3      | Tintern Close junction Winterbourne Road                         |
| 4      | Lime Grove opposite No 3   |
| 5      | Allaway Avenue adjacent lamp column 33                           |
| 6      | Racecourse Lane opposite Community Centre                        |
| 7      | Racecourse Lane adjacent lamp column 4                           |
| 8      | Southampton Road adjacent lamp column 72                         |
| 9      | Ludlow Road junction Blakemere Crescent                          |
| 9A     | Meadowsweet Way junction Wymering Lane                           |
| 10     | Wymering Lane junction Hythe Road                                |
| 11     | Sundridge Close adjacent lamp column 3                           |
| 12     | Southwick Hill Road junction QA Hospital Emergency Access        |
| 12A    | Southwick Hill Road junction QA Hospital Main Entrance           |
| 13     | London Road junction Southwick Hill Road                         |
| 14     | London Road junction Chalkridge Road                             |
| 15     | Widley Path near Widley Road                                     |
| 16     | East Cosham Road junction Courtmount Grove                       |
| 17     | London Road near lamp column 48                                  |
| 18     | Dell Close adjacent garages opposite No 2                        |
| 19     | Oakhurst Gardens junction A3                                     |
| 20     | Christchurch Road junction A3                                    |
| 21     | Hilltop Crescent junction Portsdown Hill Road                    |
| 22     | Penrhyn Avenue junction Penarth Avenue                           |
| 23     | Uplands Road junction Seaview Road                               |
| 24     | Farlington Avenue junction Blake Road                            |
| 25     | Gillman Road junction Woodfield Avenue                           |
| 26     | Beverley Grove junction Portsdown Hill Road                      |
| 27     | Second Avenue side of No 144                                     |
| 28     | Havant Road junction Waterworks Road                             |
| 29     | Central Road junction Station Road                               |
| 30     | Havant Road outside 174  |
| 31     | Hilary Avenue opposite 34  |
| 32     | Medina Road junction Northern Road                               |
| 33     | Northern Road outside Royal Mail (South of Bus Shelters)         |
| 34     | Northern Road Bus Terminal access                                |
| 35     | Portsmouth Road Bus Terminal access                              |
| 36     | Northern Road northbound approach Portsbridge RAB                |
| 37     | Northern Road southbound approach Portsbridge RAB                |
| 38     | Western Road junction Portsbridge RAB                            |
| 39     | Tudor Crescent opposite No 35                                    |
| 40     | London Road (the old water bridge)                               |
| 41     | Walton Road (on bridge)  |
| 42     | Walton Road adjacent lamp column 31                              |
| 43     | Walton Road junction access road to Colas Depot                  |
| 44     | London Road opposite Hilsea Lido adjacent lamp column 126        |
| 45     | London Road south of footbridge Hilsea Lido                      |
| 46     | London Road junction metal footbridge (Grit Only)                |
| 47     | Military Road junction London Road (Grit Only)                   |
| 48     | Norway Road approach bridge East                                 |
| 48A    | Norway Road approach bridge West                                 |
| 49     | Tipner Lane junction Tipner Road                                 |
| 50     | Moneyfields Avenue side of 199 Dover Road adjacent lamp column 2 |

| <b>Bin No</b> | <b>Location</b>                                     |
|---------------|---|
| 51            | Copnor Bridge junction Tangiers Road                |
| 52            | New Road opposite No 313                            |
| 53            | Sultan Road adjacent underpass                      |
| 54            | St Marys Road adjacent bridge East                  |
| 54A           | St Marys Road adjacent bridge West                  |
| 55            | Stanhope Road junction Commercial Road              |
| 56            | Greetham Street adjacent Jacobs Ladder              |
| 57            | Northumberland Road on island adjacent to Nameplate |
| 58            | Fratton Road southbound near Selbourne Terrace      |
| 59            | Goldsmith Avenue junction Francis Avenue            |
| 60            | Goldsmith Avenue junction Milton Road               |
| 61            | Bransbury Road adjacent lamp column 12              |
| 62            | Ferry Road west of lamp column 55                   |
| 63            | Southsea Esplanade junction St Helens Parade        |
| 64            | Richmond Place side of Waitrose                     |
| 65            | Clarence Esplanade outside Hovertravel              |
| 66            | Cambridge Road junction St Michaels Road            |
| 67            | The Hard entrance to Interchange                    |
| 68            | The Hard exit to Interchange                        |
| 69            | Kingsley Road outside Flat 188-194                  |
| 70            | Broom Square junction with Broom Close              |
| 71            | Burrill Avenue outside No 39                        |
| 72            | London Road junction of Portsdown Hill Road         |
| 73            | Galt Road junction of Grant Road                    |
| 74            | Portsdown Avenue junction of Moortown Avenue        |
| 75            | Alec Rose Lane junction Mary Rose Street            |
| 76            | Drayton Lane junction Down End Road                 |

- Total 80 No (including 9A, 12A, 48A and 54A)

## Appendix D5 – Salt/Grit Bin Check Sheet

| Location   | Condition<br>G = good<br>F = fair<br>P = poor | Contents<br>F = full<br>H = half full<br>E = empty | Comments | Inspection date |
|--|---|--|----------|-----------------|
| 1 Coleridge Road junction Wordsworth Avenue                  |   |  |          |                 |
| 2 Fort Southwick junction James Callaghan Drive              |   |  |          |                 |
| 3 Tintern Close junction Winterbourne Road                   |   |  |          |                 |
| 4 Lime Grove opposite No 3                                   |   |  |          |                 |
| 5 Allaway Avenue adjacent lamp column 33                     |   |  |          |                 |
| 6 Racecourse Lane opposite Community Centre                  |   |  |          |                 |
| 7 Racecourse Lane adjacent lamp column 4                     |   |  |          |                 |
| 8 Southampton Road adjacent lamp column 72                   |   |  |          |                 |
| 9 Ludlow Road junction Blakemere Crescent                    |   |  |          |                 |
| 9A Meadowsweet Way junction Wymering Lane                    |   |  |          |                 |
| 10 Wymering Lane junction Hythe Road                         |   |  |          |                 |
| 11 Sundridge Close adjacent lamp column 3                    |   |  |          |                 |
| 12 Southwick Hill Road junction QA Hospital Emergency Access |   |  |          |                 |
| 12A Southwick Hill Road junction QA Hospital Main Entrance   |   |  |          |                 |
| 13 London Road junction Southwick Hill Road                  |   |  |          |                 |
| 14 London Road junction Chalkridge Road                      |   |  |          |                 |
| 15 Widley Path near Widley Road                              |   |  |          |                 |
| 16 East Cosham Road junction Courtmount Grove                |   |  |          |                 |
| 17 London Road near lamp column 48                           |   |  |          |                 |
| 18 Dell Close adjacent garages opposite No 2                 |   |  |          |                 |
| 19 Oakhurst Gardens junction A3                              |   |  |          |                 |
| 20 Christchurch Road junction A3                             |   |  |          |                 |
| 21 Hilltop Crescent junction Portsdown Hill Road             |   |  |          |                 |
| 22 Penrhyn Avenue junction Penarth Avenue                    |   |  |          |                 |
| 23 Uplands Road junction Seaview Road                        |   |  |          |                 |
| 24 Farlington Avenue junction Blake Road                     |   |  |          |                 |
| 25 Gillman Road junction Woodfield Avenue                    |   |  |          |                 |
| 26 Beverley Grove junction Portsdown Hill Road               |   |  |          |                 |
| 27 Second Avenue side of No 144                              |   |  |          |                 |
| 28 Havant Road junction Waterworks Road                      |   |  |          |                 |
| 29 Central Road junction Station Road                        |   |  |          |                 |
| 30 Havant Road outside 174                                   |   |  |          |                 |
| 31 Hilary Avenue opposite 34                                 |   |  |          |                 |
| 32 Medina Road junction Northern Road                        |   |  |          |                 |
| 33 Northern Road outside Royal Mail (South of Bus Shelters)  |   |  |          |                 |
| 34 Northern Road Bus Terminal access                         |   |  |          |                 |
| 35 Portsmouth Road Bus Terminal access                       |   |  |          |                 |
| 36 Northern Road northbound approach Portsbridge RAB         |   |  |          |                 |
| 37 Northern Road southbound approach Portsbridge RAB         |   |  |          |                 |
| 38 Western Road junction Portsbridge RAB                     |   |  |          |                 |
| 39 Tudor Crescent opposite No 35                             |   |  |          |                 |

|                    | Location  | Condition<br>G = good<br>F = fair<br>P = poor | Contents<br>F = full<br>H = half full<br>E = empty | Comments     | Inspection date |
|--------------------|---|---|--|--------------|-----------------|
| 40                 | London Road (the old water bridge)                            |   |  |              |                 |
| 41                 | Walton Road (on bridge)                                       |   |  |              |                 |
| 42                 | Walton Road adjacent lamp column 31                           |   |  |              |                 |
| 43                 | Walton Road junction access road to Colias Depot              |   |  |              |                 |
| 44                 | London Road opposite Hisea Lido adjacent lamp column 126      |   |  |              |                 |
| 45                 | London Road south of footbridge Hisea Lido                    |   |  |              |                 |
| 46                 | London Road junction metal footbridge (Grit Only)             |   |  |              |                 |
| 47                 | Military Road junction London Road (Grit Only)                |   |  |              |                 |
| 48                 | Norway Road approach bridge East                              |   |  |              |                 |
| 48A                | Norway Road approach bridge West                              |   |  |              |                 |
| 49                 | Tipner Lane junction Tipner Road                              |   |  |              |                 |
| 50                 | Moneyfields Avenue side of 199 Dover Road adjacent lamp col 2 |   |  |              |                 |
| 51                 | Copnor Bridge junction Tangiers Road                          |   |  |              |                 |
| 52                 | New Road opposite No 313                                      |   |  |              |                 |
| 53                 | Sultan Road adjacent underpass                                |   |  |              |                 |
| 54                 | St Marys Road adjacent bridge East                            |   |  |              |                 |
| 54A                | St Marys Road adjacent bridge West                            |   |  |              |                 |
| 55                 | Stanhope Road junction Commercial Road                        |   |  |              |                 |
| 56                 | Greetham Street adjacent Jacobs Ladder                        |   |  |              |                 |
| 57                 | Northumberland Road on island adjacent to Nameplate           |   |  |              |                 |
| 58                 | Fratton Road southbound near Selbourne Terrace                |   |  |              |                 |
| 59                 | Goldsmith Avenue junction Francis Avenue                      |   |  |              |                 |
| 60                 | Goldsmith Avenue junction Milton Road                         |   |  |              |                 |
| 61                 | Bransbury Road adjacent lamp column 12                        |   |  |              |                 |
| 62                 | Ferry Road west of lamp column 55                             |   |  |              |                 |
| 63                 | Southsea Esplanade junction St Helens Parade                  |   |  |              |                 |
| 64                 | Richmond Place side of Waitrose                               |   |  |              |                 |
| 65                 | Clarence Esplanade outside Hovertravel                        |   |  |              |                 |
| 66                 | Cambridge Road junction St Michaels Road                      |   |  |              |                 |
| 67                 | The Hard entrance to Interchange                              |   |  |              |                 |
| 68                 | The Hard exit to Interchange                                  |   |  |              |                 |
| 69                 | Kingsley Road outside flats 188-194                           |   |  |              |                 |
| 70                 | Broom Square junction Broom Close                             |   |  |              |                 |
| 71                 | Burrill Avenue outside 39                                     |   |  |              |                 |
| 72                 | London Road junction Portsdown Hill Road (on island)          |   |  |              |                 |
| 73                 | Grant Road junction Galt Road                                 |   |  |              |                 |
| 74                 | Portsdown Avenue junction Moortown Avenue                     |   |  |              |                 |
| 75                 | Alec Rose Lane junction Mary Rose Street                      |   |  |              |                 |
| 76                 | Drayton Lane junction Down End Road                           |   |  |              |                 |
| <b>Print Name:</b> |   | <b>Signature:</b>                             |  | <b>Date:</b> |                 |

## Appendix E – Detailed identification of FW leading to schools

Please note that for each school identified below Colas hold electronically a detailed map describing location of the FW to be treated and recommended snow pile locations.

| Name                      | Address / Location | Street          | District             | Postcode | Use              | Closest CW treated |          | Distance from main road to gate (m) | Total area (sqm) to treat | Snow storage location                 | Description of path to clear |                   |             |                       |            |      | Comments  |
|---------------------------|--------------------|-----------------|----------------------|----------|------------------|--------------------|----------|-------------------------------------|---------------------------|---------------------------------------|------------------------------|-------------------|-------------|-----------------------|------------|------|---|
|                           |                    |                 |                      |          |                  | Road               | Category |                                     |                           |                                       | From junction between        |                   |             | From junction between |            |      |   |
|                           |                    |                 |                      |          |                  |                    |          |                                     |                           |                                       | Road                         | Side              | Road        | Road                  | Side       | Road |   |
| Solent Junior School      | 42                 | Solent Road     | Farrington / Drayton | PO6 1HJ  | Junior School    | Solent Road        | 1        | 68                                  | 136                       | Junction Dene Hollow / Solent Road    | n/a                          | n/a               | North       | n/a                   | n/a        | n/a  | Direct access from school to the main road (clearance needed just in front of the school) |
| Solent Infant School      | Opposite of 4-18   | Eveleigh Road   | Farrington / Drayton | PO6 1DH  | Infant School    | Eveleigh Road      | 1        | 67                                  | 134                       |                                       | n/a                          | n/a               | South       | n/a                   | n/a        | n/a  | Direct access from school to the main road (clearance needed just in front of the school) |
| Portsmouth Primary School |                    | Sundridge Close | Cosham               | PO6 3JL  | Primary School   | Southampton Road   | 1        | 152m                                | 304                       |                                       | n/a                          | n/a               | West        | n/a                   | n/a        | n/a  |   |
| The Harbour School        |                    | Sundridge Close | Cosham               | PO6 3JL  | Primary School   | Southampton Road   | 1        | 102                                 | 204                       |                                       | n/a                          | n/a               | West        | n/a                   | n/a        | n/a  |   |
| Highbury Primary School   |                    | Dovercourt Road | Cosham               | PO6 2RZ  | Primary School   | Chatsworth Avenue  | 1        | 241                                 | 362                       |                                       | Dovercourt Road              | Chatsworth Avenue | West        | Chatsworth Avenue     | Bus Access |      |   |
| Highbury College          |                    | Dovercourt Road | Cosham               | PO6 2SA  | College          | Chatsworth Avenue  | 1        | 264                                 | 396                       |                                       | Dovercourt Road              | Chatsworth Avenue | West        | Chatsworth Avenue     | Bus Access |      | Near Highbury Primary School  |
| Redwood Park School       |                    | Wembley Grove   | Cosham               | PO6 2RY  | Primary School   | Chatsworth Avenue  | 1        | 213                                 | 320                       |                                       | Wembley Grove                | Chatsworth Avenue | East        | Chatsworth Avenue     | Bus Access |      |   |
| Court Lane Junior School  |                    | Hilary Avenue   | Cosham               | PO6 2PP  | Junior School    | Lonsdale Avenue    | 1        | 355                                 | 710                       |                                       | Hilary Avenue                | Lonsdale Avenue   | East        | Lonsdale Avenue       | Bus Access |      |   |
| Court Lane Infant School  |                    | Hilary Avenue   | Cosham               | PO6 2PP  | Infant School    | Lonsdale Avenue    | 1        | 275                                 | 550                       |                                       | Hilary Avenue                | Lonsdale Avenue   | East        | Lonsdale Avenue       | Bus Access |      | Near Court Lane Junior School/ same footway   |
| Springfield School        |                    | Central Road    | Cosham               | PO6 1QY  | Secondary School | Grove Road         | 1        | 80                                  | 160                       |                                       | n/a                          | n/a               | North       | n/a                   | n/a        | n/a  | Direct access from school to the main road (clearance needed just in front of the school) |
| Medina Primary School     | 106                | Medina Road     | Cosham               | PO6 3NH  | Primary School   | Medina Road        | 2        | 145                                 | 290                       | Junction Medina Road/Brightstone Road | School                       | Bus access        | South (35m) | n/a                   | n/a        | n/a  | Direct access from school to the main road (clearance needed just in front of the school) |

|   |                               |                   |            |         |                  |                 |   |     |      |                         |                  |                               |             |                                     |            |              |   |
|---|-------------------------------|-------------------|------------|---------|------------------|-----------------|---|-----|------|-------------------------|------------------|-------------------------------|-------------|-------------------------------------|------------|--------------|---|
| Beacon View Academy (former Paulsgrove Primary School)    | Opposite of 1-12 Dowdon House | Allaway Avenue    | Paulsgrove | PO6 3PS | Primary School   | Allaway Avenue  | 1 | 107 | 177  | Green space near school | School           | Bus access                    | North (37m) | School                              | Bus Access | South (70m)  | Direct access from school to the main road (clearance needed just in front of the school) |
| St Paul RC Primary School                                 | 253                           | Bourne Road       | Paulsgrove | PO6 4JD | Primary School   | Allaway Avenue  | 1 | 174 | 522  |                         | Bourne Road      | Allaway Avenue                | South       | Junction Bourne Road/Allaway Avenue | Bus Access | South        |   |
| King Richard School                                       | 342                           | Allaway Avenue    | Paulsgrove | PO6 4QP | Primary School   | Allaway Avenue  | 1 | 165 | 330  | Greenspace near school  | School           | Bus access                    | South (70m) | School                              | Bus access | North (80m)  | Direct access from school to the main road (clearance needed just in front of the school) |
| Trafalgar Academy (former City of Portsmouth Boys School) |                               | London Road       | Hilsea     | PO2 9RJ |                  | London Road     | 1 | 15  | 93   | Near School             | n/a              | n/a                           | n/a         | n/a                                 | n/a        | n/a          | Direct access from school to the main road (clearance needed just in front of the school) |
| Northern Parade Academy                                   |                               | Doyle Avenue      | Hilsea     | PO2 9NE | Junior School    | Northern Parade | 1 | 100 | 200  | Large Footway           | School           | Junction                      | North (40m) | Junction                            | Bus access | East (60m)   |   |
| Northern Parade Academy                                   |                               | Kipling Road      | Hilsea     | PO2 9NJ | Infant School    | Northern Parade | 1 | 65  | 130  |                         | Doyle Avenue     | Junction with Northern Parade | South       | n/a                                 | n/a        | n/a          |   |
| Stamshaw Junior School                                    | 57                            | Tipner Road       | Nelson     | PO2 8QH | Junior School    | Stamshaw Road   | 2 | 55  | 110  |                         | n/a              | n/a                           | North       | n/a                                 | n/a        | n/a          | Direct access from school to the main road (clearance needed just in front of the school) |
| Stamshaw Infant School                                    | 126                           | North End Avenue  | Hilsea     | PO2 8NW | Infant School    | Stamshaw Road   | 1 | 45  | 135  | Large Footway           | North End Avenue | Stamshaw Road                 | South (45m) | n/a                                 | n/a        | n/a          |   |
| Mayfield School   |                               | Mayfield Road     | Copnor     | PO2 0RH |                  | Mayfield Road   | 2 | 6   | 15   |                         | n/a              | n/a                           | South       | n/a                                 | n/a        | n/a          | Direct access from school to the main road (clearance needed just in front of the school) |
| Cliffdale Primary School                                  | 107                           | Battenburg Avenue | Copnor     | PO2 05N | Primary School   | Copnor Road     | 1 | 185 | 370  |                         | n/a              | n/a                           | South       | n/a                                 | n/a        | n/a          | Direct access from school to the main road (clearance needed just in front of the school) |
| Galcombe Park Primary School                              |                               | St Barbara Way    | Hilsea     | PO2 0UR | Primary School   | Copnor Road     | 1 | 212 | 636  | Green space             | School           | Copnor Road                   | West (70m)  | Copnor Road                         | Bus access | South (142m) |   |
| Admiral Lord Nelson Secondary School                      |                               | Dundas Lane       | Hilsea     | PO3 5XT | Secondary School | Dundas Lane     | 1 | 212 | 636  | Green space             | School           | Dundas Lane                   | West (70m)  | Dundas Lane                         | Bus access | South (142m) |   |
| Harbour School  |                               | Tipner Lane       | Nelson     | PO2 8RA |                  | Tipner Road     | 2 | 656 | 1312 |                         | Tipner Lane      | Tipner Road                   | South       | n/a                                 | n/a        | n/a          |   |
| Flying Bull Academy                                       |                               | Flying Bull Lane  | Nelson     | PO2 7BJ | Primary School   | Mains Road      | 2 | 115 | 575  | Large Footway           | School           | Junction                      | South       | n/a                                 | n/a        | n/a          |   |
| Minor Infant School                                       |                               | Inverness Road    | Fratton    | PO1 5QR | Infant School    | Kingston Road   | 1 | 82  | 164  |                         | School           | Junction                      | South       | n/a                                 | n/a        | n/a          |   |

| Portsmouth Academy for Girls  | Front of Cathedral | St Marys Road   | Fratton         | PO1 5PF | Infant and Junior School | St Marys Road   | 1 | 12  | 72    |                    | School | n/a | n/a | North       | n/a | Junction Turner Road / Lake Road          | n/a | Bus access                              | n/a | n/a | Direct access from school to the main road (clearance needed just in front of the school) |
|---|--------------------|-----------------|-----------------|---------|--------------------------|-----------------|---|-----|-------|--------------------|--------|-----|-----|-------------|-----|---|-----|---|-----|-----|---|
| Ark Dickens Academy (former Charles Dickens Infant & Junior School) | 25                 | Turner Road     | Charles Dickens | PO1 4PN | Infant and Junior School | Lake Road       | 1 | 150 | 300   |                    | School | n/a | n/a | West (112m) | n/a | Junction Turner Road / Lake Road          | n/a | Bus access                              | n/a | n/a | North (48m)   |
| Westover Primary School   |                    | Westover Road   | Baffins         | PO3 6NS | Primary School           | Tangler Road    | 1 | 167 | 334   |                    | School |     |     | East        | n/a | Tangler Road                              | n/a | n/a                                     | n/a | n/a | n/a   |
| Copnor Infant & Junior School                                       |                    | Copnor Road     | Copnor          | PO3 5BZ | Infant and Junior School | Copnor Road     | 1 | 160 | 320   |                    | n/a    | n/a | n/a | East        | n/a |   | n/a | n/a                                     | n/a | n/a | Direct access from school to the main road (clearance needed just in front of the school) |
| Langstone Junior School   |                    | Lakeside Avenue | Baffins         | PO3 6EZ | Junior School            | Havling Avenue  | 2 | 50  | 100   |                    | School |     |     | East        | n/a | Junction                                  | n/a | n/a                                     | n/a | n/a | n/a   |
| Langstone Infant School   |                    | Ascot Road      | Baffins         | PO3 6EY | Infant School            | Havling Avenue  | 2 | 160 | 320   |                    | School |     |     | West        | n/a | Junction                                  | n/a | n/a                                     | n/a | n/a | n/a   |
| Newbridge Junior School   | 213                | New Road        | Fratton         | PO2 7RW | Junior School            | New Road        | 1 | 55  | 110   |                    | n/a    | n/a | n/a | South       | n/a |   | n/a | n/a                                     | n/a | n/a | Direct access from school to the main road (clearance needed just in front of the school) |
| Meredith Infant School  | 33                 | Porchester Road | Copnor          | PO2 7JB | Infant School            | Chichester Road | 1 | 170 | 340   |                    | School |     |     | South       | n/a | Junction Porchester Road / Drayton Road   | n/a | Junction Drayton Road / Chichester Road | n/a | n/a | East  |
| Isambard Brunel Junior School                                       | 17                 | Porchester Road | Copnor          | PO2 7HZ | Junior School            | Chichester Road | 1 | 130 | 260   |                    | School |     |     | South       | n/a | Junction Porchester Road / Drayton Road   | n/a | Junction Drayton Road / Chichester Road | n/a | n/a | East  |
| Lyndhurst Junior School   | 94                 | Crofton Road    | Copnor          | PO2 0NT | Junior School            | Subbington Road | 1 | 76  | 152   |                    | School |     |     | West        | n/a | Junction Lyndhurst Road / Subbington Road | n/a | n/a                                     | n/a | n/a | n/a   |
| College Park Infant School  | 116                | Lyndhurst Road  | Copnor          | PO2 0LB | Infant School            | Subbington Road | 1 | 136 | 274   |                    | School |     |     | West        | n/a | Junction Crofton Road / Subbington Road   | n/a | n/a                                     | n/a | n/a | n/a   |
| Cumberland Infant School  | 163                | Methuen Road    | Eastney         | PO4 9HU | Infant School            | Highland Road   | 1 | 193 | 328.1 | End of Pedem Close | n/a    | n/a | n/a | n/a         | n/a |   | n/a | n/a                                     | n/a | n/a | Clearance needed in front of the school to the main road                                  |

|                                    |                              |                    |          |         |                        |                |   |     |       |                                      |                |     |       |     |     |     |     |   |
|------------------------------------|------------------------------|--------------------|----------|---------|------------------------|----------------|---|-----|-------|--------------------------------------|----------------|-----|-------|-----|-----|-----|-----|---|
| Craneswater Junior School          | 210                          | St Ronan's Road    | Southsea | PO4 0PX | Junior School          | Albert Road    | 1 | 29  | 63.8  | In the school park                   | n/a            | n/a | n/a   | n/a | n/a | n/a | n/a | Direct access from school to the main road (clearance needed just in front of the school) |
| St Withuns Catholic Primary School |                              | Taswell Road       | Southsea | PO5 2RG | Junior School          | Clarendon Road | 1 | 100 | 150   | Behind St Simons church              | n/a            | n/a | n/a   | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Southsea Infant School             | 56                           | Napier Road        | Southsea | PO5 2SR | Infant School          | Albert Road    | 1 | 118 | 236   | End of Collingwood Road              | n/a            | n/a | n/a   | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Cottage Grove First School         | 30<br>Cottage Grove (Behind) | Chivers Close      | Southsea | PO5 1HG | Junior School          | Somers Road    | 2 | 138 | 369   | End of Chivers Close                 | n/a            | n/a | n/a   | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| St Jude's C of E Primary School    | 15                           | St Nicholas Street | Southsea | PO1 2NZ | Junior School          | High Street    | 1 | 137 | 319   | End of Nicholas Street               | n/a            | n/a | n/a   | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| The Brambles Nursery               | 27                           | Bramble road       | Southsea | PO4 ODT | nursery                | Fawcett Road   | 1 | 92  | 184   | End of Ventnor road                  | Bramble Road   | n/a | South | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Goldsmith Infant School            | 33                           | Bramble road       | Southsea | PO4 ODT | Infant School          | Fawcett Road   | 1 | 19  | 38    | End of Ventnor road                  | Bramble Road   | n/a | South | n/a | n/a | n/a | n/a | Clearance needed in front of the school to The Brambles nursery                           |
| Devonshire Infant & Junior School  | 197                          | Francis avenue     | Southsea | PO4 DAG | Junior School          | Francis Avenue | 2 | 45  | 99    | Large footway in front of the school | Francis Avenue | n/a | East  | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Femhurst Junior School             | 197                          | Francis avenue     | Southsea | PO4 DAG | Junior School          | Francis Avenue | 2 | 74  | 162.8 | Large footway in front of the school | Francis Avenue | n/a | East  | n/a | n/a | n/a | n/a | Clearance needed in front of the school to Devonshire junior school                       |
| Wimborne Infant School             |                              | Wimbourne Road     | Southsea | PO4 8DE | Infant School          | Winter Road    | 2 | 54  | 129.6 | Large footway in front of the school | Evans Road     | n/a | North | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Wimborne Junior School             |                              | Wimbourne Road     | Southsea | PO4 8DE | Junior School          | Winter Road    | 2 | 74  | 177.6 | Large footway in front of the school | Evans Road     | n/a | North | n/a | n/a | n/a | n/a | Clearance needed in front of the school to Wimborne Infant school                         |
| Milton Park Academy                | 2                            | Dunbar Road        | Southsea | PO4 8ET | Infant & Junior School | Eastney Road   | 1 | 40  | 80    | Junction Essex Road/Eastney Road     | Dunbar Road    | n/a | North | n/a | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |

|   |     |                |          |         |                  |                      |   |      |        |  |                      |   |            |     |     |     |   |
|---|-----|----------------|----------|---------|------------------|----------------------|---|------|--------|--|----------------------|---|------------|-----|-----|-----|---|
| Meon Junior School                          | 54  | Meon Road      | Southsea | PO4 8NT | Junior School    | Locksway Road        | 2 | 20   | 40     | In the alley in front of the number 2        | Shelford Road        | n/a                                       | West       | n/a | n/a | n/a | Clearance needed in front of the school to the Meon Infant School                         |
| Meon Infant School                          | 46  | Shelford Road  | Southsea | PO4 8NT | Infant School    | Locksway Road        | 2 | 143  | 286    | In the alley in front of the number 2        | Shelford Road        | n/a                                       | West       | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Waterside School                            |     | Tipner Lane    | Tipner   | PO2 8RA |                  | Locksway Road        |   |      |        |  | n/a                  | n/a                                       | n/a        | n/a | n/a | n/a | No Waterside School   |
| Moorings Way School                         | 102 | Moorings Way   | Milton   | PO4 8YJ | Infant School    | Goldsmith Avenue     | 2 | 92   | 184    | In front of the school in the grass          | Goldsmith Avenue     | Junction Moorings Way/Goldsmith Avenue    | South      | n/a | n/a | n/a | Direct access from school to the main road (clearance needed just in front of the school) |
| Milton Cross Academy                        | 3   | James Road     | Milton   | PO3 6RB | Secondary School | Milton Road          | 1 | 75   | 150    | In the school parking                        | James Road           | Junction James Road/Milton Road           | South east | n/a | n/a | n/a | Clearance needed in front of the school to the main road                                  |
| Penhale infant school                       | 51  | Penhale road   | Fratton  | PO1 5BG | Infant School    | Fratton Road         | 1 | 191  | 373    | In front of the school on the parking spaces | Penhale Road         | Junction Penhale road/Fratton Road        | South      |     |     |     | Clearance needed in front of the school to the main road                                  |
| St John's Cathedral Catholic Primary School | 2   | Collage View   | Landport | PO1 1PX | Junior School    | Arundel Street       | 1 | 22.2 | 64.38  | Grass of car park                            | Arundel Road         | Junction Collage View/Arundel Street      | East       |     |     |     | Clearance needed in front of the school to the main road                                  |
| Ark Ayrton Academy                          | 15  | Somers Road    | Southsea | PO5 4LS | Infant School    | Isambard Brunel Road | 1 | 91.3 | 200.86 | At the end of Hyde Park road                 | Isambard Brunel Road | Junction Somers Road/Isambard Brunel Road | North west |     |     |     | Clearance needed in front of the school to the main road                                  |
| Priory School                               | 21  | Fawcett Road   | Southsea | PO4 0DL | Infant School    | Fawcett Road         | 1 | 136  | 544    | On the large footway in front of the school  | Fawcett Road         | Junction Fawcett Road/Fawcett Road        | West       |     |     |     | Direct access from school to the main road (clearance needed just in front of the school) |
| Charter Academy                             |     | Hyde Park Road | Southsea | PO5 4HL |                  |                      |   |      |        |  |                      | Junction Hyde Park Road/                  |            |     |     |     | n/a   |

|  |     |                      |            |         |                |                |   |       |       |  |                |  |       |  |  |   |
|--|-----|----------------------|------------|---------|----------------|----------------|---|-------|-------|--|----------------|--|-------|--|--|---|
| St Edmunds School  |     | Upper Arundel Street | Landport   | PO1 1RX | Secondary      | Arundel Street | 1 | 126   | 390.6 | In the school parking                              | Arundel Street | Junction Upper Arundel Street/Arundel Street | South |  |  | Direct access from school to the main road (clearance needed just in front of the school) |
| Arundel Court Infant School  | 199 | Northam Street       | Landport   | PO1 1JE | Infant School  | Arundel Street | 1 | 51.2  | 281.6 | In the school parking                              | Arundel Road   | Junction Northam street/Arundel Street       | East  |  |  | Clearance needed in front of the school to the main road                                  |
| Arundel Court Junior School  | 199 | Northam Street       | Landport   | PO1 1JE | Junior School  | Arundel Street | 1 | 51.2  | 281.6 | In the school parking                              | Arundel Road   | Junction Northam street/Arundel Street       | East  |  |  | same place like Arundel Court Infant School   |
| St George's Beneficial Church of England (Voluntary Controlled) Primary School | 2   | Hanover Street       | Southsea   | PO1 3BN | Infant School  | Queen Street   | 1 | 100.5 | 311.5 | In front of the school there is a big footway area | Hanover Street | Junction Hanover street/Queen Street         | East  |  |  | Clearance needed in front of the school to the main road                                  |
| Corpus Christi Catholic Primary School   |     | Glady's Avenue       | North End  | PO2 9AX | Primary School |                |   |       |       |  |                |  |       |  |  |   |
| Harbour School   |     | Pennale Road         | Fratton    | PO1 5EF |                |                |   |       |       |  |                |  |       |  |  |   |
| Harbour School   | 151 | Milton Road          | Milton     | PO4 8LD |                |                |   |       |       |  |                |  |       |  |  |   |
| Mary Rose School   |     | Gisors Road          | Southsea   | PO4 8GT |                |                |   |       |       |  |                |  |       |  |  |   |
| Victory Academy  |     | Jubilee Avenue       | Paulsgrove | PO6 4QP | Primary School |                |   |       |       |  |                |  |       |  |  |   |
| Willows Centre for Children  |     | Battenburg Avenue    | North End  | PO2 0SN |                |                |   |       |       |  |                |  |       |  |  |   |
| Harbour School   |     | Ranelagh Road        |            | PO2 8HA |                |                |   |       |       |  |                |  |       |  |  |   |

# Portsdown Primary School



-  Footway to be cleared
-  Location of snow pile

# Appendix E1

## School Crossing Patrol Sites

| School                               | Site                                |
|--------------------------------------|-------------------------------------|
| Admiral Lord Nelson                  | Anchorage Road                      |
| Arundel Court Infant & Junior        | Holbrook Road / Fyning Street       |
| Charles Dickens Infant               | Sultan Road / Malins Road           |
| Charles Dickens Infant               | Turner Road / Wingfield Street      |
| Charles Dickens Infant               | Turner Road / Watts Road            |
| City Boys                            | London Road Hilsea                  |
| City Boys                            | London Road Hilsea                  |
| City Girls                           | St Mary's Road                      |
| City Girls                           | St Mary's Road / Moorland Road      |
| City Girls                           | St Mary's Road / Shearer Road       |
| College Park Infant & Junior         | Lyndhurst Road / Stubbington Avenue |
| College Park Infant & Junior         | Lyndhurst Road / Kirby Road         |
| College Park Infant & Junior         | Lyndhurst Road / Kirby Road         |
| College Park Infant & Junior         | Mayfield Road / Randolph Road       |
| College Park Infant & Junior         | Crofton Road                        |
| Copnor Infant & Junior               | Copnor Road / Wallington Road       |
| Copnor Infant & Junior               | Copnor Road / Burrfields Road       |
| Corpus Christi                       | Gladys Avenue / Connaught Road      |
| Corpus Christi                       | North End Junction                  |
| Cottage Grove Primary                | Green Road / Cottage Grove          |
| Cottage Grove Primary                | Cottage Grove / Somers Road         |
| Cottage Grove Primary                | Eldon Street                        |
| Court Lane Infant & Junior           | Court Lane / Lonsdale Avenue        |
| Court Lane Infant & Junior           | Central Road / Lower Drayton Lane   |
| Court Lane Infant & Junior           | Tregaron Avenue / Dysart Avenue     |
| Court Lane Infant & Junior           | Salisbury Road / Magdala Road       |
| Court Lane Infant & Junior           | Court Lane / Hilary Avenue          |
| Court Lane Infant & Junior           | Court Lane / Hilary Avenue          |
| Craneswater Junior                   | St Ronans Road                      |
| Craneswater Junior                   | Albert Road / St Ronans Road        |
| Craneswater Junior                   | Festing Road / Highland Road        |
| Craneswater Junior                   | Festing Road / Highland Road        |
| Craneswater Junior                   | Highland Road / Winter Road         |
| Devonshire Infant & Fernhurst Junior | Francis Avenue / Jessie Road        |
| Devonshire Infant & Fernhurst Junior | Francis Avenue / Jessie Road        |
| Devonshire Infant & Fernhurst Junior | Heidleburg Road / Devonshire Square |
| Devonshire Infant & Fernhurst Junior | Jubilee Road / Devonshire Square    |
| Flying Bull Primary                  | Malins Road                         |
| Gatcombe Park Primary                | Copnor Road / Old London Road       |
| Gatcombe Park Primary                | St Barbara Way / Copnor Road        |
| Goldsmith Infant School              | Bramble Road / Fawcett Road         |
| Goldsmith Infant School              | Jessie Road / Fawcett Road          |
| Goldsmith Infant School              | Jessie Road / Talbot Road           |

| School                          | Site                                |
|---------------------------------|-------------------------------------|
| Highbury Primary                | Highbury Grove / Dovercourt Road    |
| Highbury Primary                | Chatsworth Avenue / Dovercourt Road |
| King Richard                    | Allaway Avenue                      |
| Langstone Infant                | Milton Road / St Mary's Road        |
| Langstone Infant                | Milton Road / St Mary's Road        |
| Langstone Infant                | Milton Road / Baffins Road          |
| Langstone Infant                | Baffins Road / Hayling Avenue       |
| Langstone Junior                | Lakeside Avenue / Hayling Avenue    |
| Manor Infant                    | George Street / Ernest Road         |
| Manor Infant                    | Inverness Road / New Road           |
| Medina Primary                  | Medina Road / Sixth Avenue          |
| Meon Infant                     | Hollam Road / Meon Road             |
| Meon Infant                     | Shelford Road / Meon Road           |
| Meon Infant                     | Locksway Road / Shelford Road       |
| Meon Junior                     | Crofton Road / Meon Road            |
| Meon Junior                     | Euston Road / Warren Avenue         |
| Meredith Infant                 | Drayton Road / Chichester Road      |
| Meredith Infant                 | Drayton Road / Powerscourt Road     |
| Meredith Infant                 | Chichester Road / Farlington Road   |
| Milton Cross                    | Velder Avenue                       |
| Milton Park Primary             | Dunbar Road                         |
| Moorings Way Infant             | Moorings Way / Warren Avenue        |
| Newbridge Junior                | New Road / Aylesbury Road           |
| Newbridge Junior                | George Street                       |
| Newbridge Junior                | George Street / Shearer Road        |
| Newbridge Junior                | Shearer Road / Hampshire Street     |
| Northern Parade Junior          | Kipling Road / London Road          |
| Northern Parade Junior          | Kipling Road / London Road          |
| Northern Parade Infant & Junior | Doyle Avenue                        |
| Paulsgrove Primary              | Allaway Avenue / Walford Road       |
| Paulsgrove Primary              | Allaway Avenue / Marsden Road       |
| Penhale Infant                  | Penhale Road / Guildford Road       |
| Portsdown Primary               | Southampton Road                    |
| Portsdown Primary               | Southampton Road                    |
| Portsdown Primary               | Sevenoaks Road / Hythe Road         |
| Priory                          | Fawcett Road                        |
| Victory Primary                 | Allaway Avenue / Bodmin Road        |
| Victory Primary                 | Allaway Avenue / Falmouth Road      |
| Solent Infant & Junior          | Solent Road / Farlington Avenue     |
| Solent Infant & Junior          | Havant Road / Galt Road             |
| Solent Infant & Junior          | Havant Road / Station Road          |
| Somers Park Primary             | Somers Road / Blackfriars Road      |
| Southsea Infants                | Albert Road Traffic Lights          |
| Southsea Infants                | Albert Road Traffic Lights          |
| Southsea Infants                | Albert Road / Napier road           |
| St George's Primary             | Queen Street / Cross Street         |
| St John's Primary               | Arundel Street / St Johns Road      |
| St Jude's Primary               | Pembroke Road                       |

| School                   | Site                                   |
|--------------------------|--|
| St Jude's Primary        | St Georges Road / High Street          |
| St Jude's Primary        | High Street                            |
| St Paul's Primary        | Allaway Avenue / Bourne Road           |
| St Swithin's             | Clarendon Road / St Simon's Road       |
| Stamshaw Infant          | London Avenue / Stamshaw Road          |
| Stamshaw Infant          | Stamshaw Road / Wilson Road            |
| Stamshaw Infant          | Gladys Avenue / North End Avenue       |
| Stamshaw Junior          | Walden Road / Walker Road              |
| Stamshaw Junior          | Tipner Road /                          |
| Westover Infant          | Westover Road / Tangier Road           |
| Westover Infant          | Westover Road / Tangier Road           |
| Westover Infant          | Neville Road / Tangier road            |
| Westover Infant          | Westover Road                          |
| Westover Infant          | Westover Road / Cobden Avenue          |
| Wimborne Infant & Junior | Goldsmith Avenue / Winter Road         |
| Wimborne Infant & Junior | Wimborne Road / Winter Road            |
| Wimborne Infant & Junior | Devonshire Avenue / Winter Road        |
| Wimborne Infant & Junior | Devonshire Avenue / Prince Albert Road |

# Appendix E2

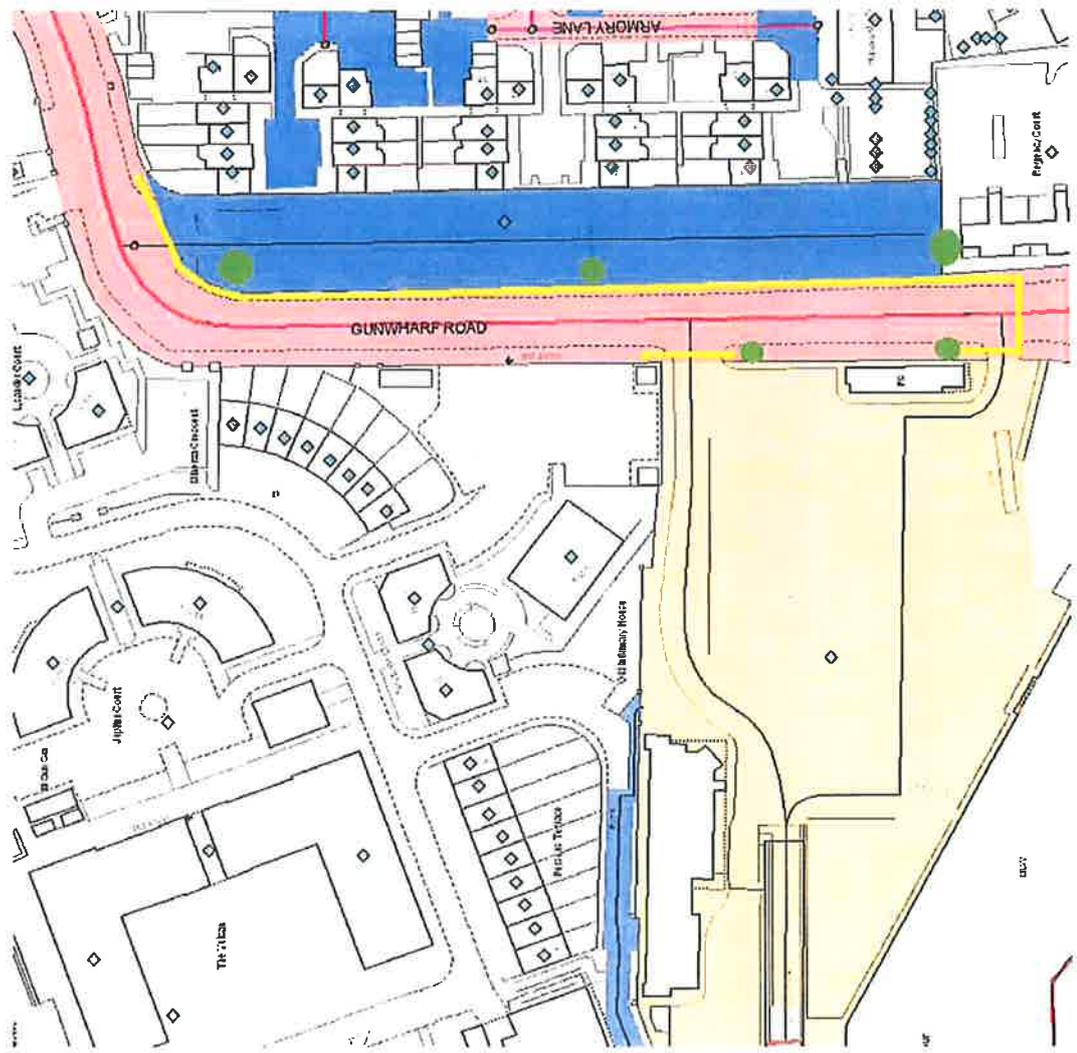
## Detailed identification of FW leading to Transport Hubs

Please note that for each Transport hub identified below, Colas hold electronically a detailed map describing location of the FW to be treated and recommended snow pile locations.

| Category                | Name                   | Address / Location             | Street                      | District           | Postcode           | Use                | Closest CW treated Road | Distance from main road to gate (m) | Total area (light to treat) (sqm)    | Snow storage location                                | Classification of path to clear |                            |                            | Comments                                     |   |
|-------------------------|------------------------|--------------------------------|-----------------------------|--------------------|--------------------|--------------------|-------------------------|-------------------------------------|--------------------------------------|--|---------------------------------|----------------------------|----------------------------|--|---|
|                         |                        |                                |                             |                    |                    |                    |                         |                                     |                                      |  | Road                            | From junction between Road | From junction between Road |  | From junction between Road                        |
| Ferry terminal          | Hoyling Island         |                                | Ferry Road                  | Essex and Chumwell | PO9 4LT            | Ferry Post         | Ferry Road              | 173                                 | 519                                  | Greenhouse   |                                 |                            |                            | No footway                                   |   |
|                         | Hovercraft Terminal    |                                | Clareville Esplanade        | Southsea           | PO5 3AC            | Ferry Post         | Clareville Esplanade    | 276                                 | 626                                  | Space on the car park                                | Entrance and Exit of ferry port |                            |                            |  |   |
|                         | Gumwharf Ferry Port    |                                | Gumwharf Road               | St Thomas          |                    | Ferry Post         | Gumwharf Road           | 240                                 | 460                                  | Space on the car park                                | Wharf road                      |                            |                            |  | Footway in front of car park East (210 m)         |
|                         | Continental ferry port |                                | around the particular house | Newport            |                    | Footway            | Mile end road           | 136                                 | 65.4                                 | on the footway behind the house                      | Wharf road                      |                            |                            |  | clearance needed only on the footway              |
|                         | Continental ferry port |                                | front of the car park       | Newport            |                    | Footway            | Wharf road              | 136.1                               | 272.2                                | In the grass in front of the building                | Wharf road                      |                            |                            |  | clearance needed only on the footway              |
|                         | Continental ferry port |                                | front of the car park       | Newport            |                    | Footway            | Wharf road              | 165.4                               | 297.72                               | welcoming sign & yellow barrier                      | Wharf road                      |                            |                            |  | clearance needed only on the footway              |
|                         | Continental ferry port |                                | small footway on the road   | Newport            |                    | Footway            | Wharf road              | 39                                  | 39                                   | next to the yellow sign & yellow barrier             | Wharf road                      |                            |                            |  | clearance needed only on the footway              |
|                         | Gumwharf Bus Station   |                                | The Hard                    | Charles Dickens    | PO1 3PA            | Bus Terminal       | The Hard                | 650                                 | 975                                  | Entrance near the entrance of train station          | Bus Station                     |                            |                            |  | Taxi area 200 m                                   |
|                         | Cosham bus station 1   |                                | welton road                 | cosham             | PO5 1              | Bus parking        | welton road             | 160.8                               | 297.48                               | on the car park                                      | welton road                     |                            |                            |  | clearance needed in front of the bus station      |
|                         | Cosham bus station 2   |                                | northern road               | cosham             |                    | bus station        | northern road           | 52.5                                | 157.5                                | on the footway                                       | northern road                   |                            |                            |  | clearance needed in front of the bus station      |
| Cosham bus station 3    |                        | northern road                  | cosham                      |                    | bus station        | northern road      | 39.9                    | 159.6                               | on the footway                       | northern road  |                                 |                            |                            | clearance needed in front of the bus station |   |
| London road bus station |                        | in front of nearby bus station | cosham                      |                    | bus station        | London road        | 195.1                   | 849.64                              | behind the bus station, in the grass | London road  |                                 |                            |                            | clearance needed in front of the bus station |   |
| London road bus station |                        | front of wisterly services     | cosham                      |                    | bus station        | London road        | 92.3                    | 387.66                              | behind the bus station, in the grass | London road  |                                 |                            |                            | clearance needed in front of the bus station |   |
| The Hard interchange    |                        | The Hard                       | Charles Dickens             | PO1 3PA            | Train Station      | Train Station      | The Hard                | 180                                 | 285                                  | Entrance near the entrance of train station          |                                 |                            |                            |  | same area from Gumwharf Bus Station               |
| Southern Train Station  |                        | Station Street                 | Charles Dickens             | PO1 1EQ            | Train Station      | Train Station      | Station Street          | 506                                 | 1446                                 | Greenhouse / junction with Station Street            |                                 |                            |                            |  | clearance needed in front of the bus station      |
| Porton Train Station    |                        | Seabourne Terrace              | Fratton                     | PO1 1EP            | Train Station      | Train Station      | Seabourne Avenue        | 42                                  | 126                                  |  |                                 |                            |                            |  | clearance needed in front of the bus station      |
| Cosham Train Station    |                        | High Street                    | Cosham                      | PO5 3BD            | Train Station      | Train Station      | High Street             | 110                                 | 165                                  | Greenhouse / a lot of grass in front of the pavement |                                 |                            |                            |  | clearance needed in front of the bus station      |
| Hilsea station          |                        | airport service road           | hilsea                      |                    | platform length    | platform length    | airport service road    | 164                                 | 360.8                                | end of platform length                               |                                 |                            |                            |  | clearance needed on all the heights               |
| Hilsea station          |                        | airport service road           | hilsea                      |                    | platform length    | platform length    | airport service road    | 164                                 | 360.8                                | end of platform length                               |                                 |                            |                            |  | clearance needed on all the heights               |
| Hilsea station          |                        | airport service road           | hilsea                      |                    | footway bridge     | footway bridge     | airport service road    | 23.7                                | 60.29                                | Corner of the bridge                                 |                                 |                            |                            |  | clearance needed all of the bridge                |
| Hilsea station          |                        | airport service road           | hilsea                      |                    | access area        | access area        | airport service road    | 13.2                                | 172.82                               | On the grass   |                                 |                            |                            |  | clearance of all of the area                      |
| Hilsea station          |                        | airport service road           | hilsea                      |                    | footway to carpark | footway to carpark | airport service road    | 65.9                                | 133.73                               | on the grass   |                                 |                            |                            |  | clearance needed from station to carpark footpath |

\* See example of map detail attached

# Gunwharf Ferry Terminal



-  Footway to be cleared
-  Location of snow pile

# Appendix E3

## Detailed identification of FW leading to PCC managed Residential Homes

Please note that for each Residential Home identified below, Colas hold electronically a detailed map describing location of the FW to be treated and recommended snow pile locations.

| Name                          | Address / Location                             | Street              | District        | Postcode | Closest CW treated |          | Distance from main road to gate (m) | Total area (sqm) to treat | Snow storage location                | Description of path to gate   |                 |                               |                       | Comments     |
|-------------------------------|--|---------------------|-----------------|----------|--------------------|----------|-------------------------------------|---------------------------|--------------------------------------|-------------------------------|-----------------|-------------------------------|-----------------------|--------------|
|                               |  |                     |                 |          | Road               | Category |                                     |                           |                                      | Road                          | Slide           | Road                          | From Junction between |              |
| Edinburgh House               |  | Sundridge Close     | Cocham          | PO6 3LL  | Southampton Road   | 1        | 102                                 | 204                       |                                      |                               |                 |                               |                       |              |
| Longleam Lodge And Day Centre | Junction Hillsey Road/ Beveston Road           | Hillsey Road        | Paulsgrove      | PO6 4NH  | Hillsey Road       | 1        | 60                                  | 120                       | Junction Hillsey Road/ Beveston Road | Longleam Lodge And Day Centre | North ( 30m)    | Longleam Lodge And Day Centre | Bus access            | South ( 30m) |
| Hilsea Lodge                  |  | Galcombe Drive      | Hilsea          | PO2 0TX  | London Road        | 1        | 45                                  | 135                       | Greenpace                            | London Road                   | East            | Galcombe                      |                       |              |
| Brunel Court                  |  | Nurfield Place      | Cherles Dickens | PO1 4JB  | Lake Road          | 1        | 103                                 | 206                       | Greenpace                            | Nurfield Place                | North ( 27m)    | Clarendon Street              | Lake Road             | East (76m)   |
| Corben Lodge                  | Next door to Sharncliffe                       | Moorings Way        | Millon          | PO4 8QW  | Moorings Way       | 2        | 150                                 | 66                        | Greenpace                            | Eastern Road                  |                 |                               |                       |              |
| Crane Court & Osprey Court    | Sharncliffe new building opp Goodcompanion Pub | Moorings Way        | Millon          | PO4 8QW  | Moorings Way       | 2        | 227                                 | 227                       | Greenpace/ layby                     | Eastern Road                  |                 |                               |                       |              |
| Russels                       |  | Galcombe Drive      | Hilsea          | PO2 0TX  | London Road        | 1        | 76                                  | 82                        | Greenpace                            |                               |                 |                               |                       |              |
| Brent Court                   |  | Warren Avenue       | Southsea        | PO4 9QJ  | Millon Road        | 1        | 216                                 | 152                       | Layby                                | Avocet Close                  |                 |                               |                       |              |
| Caroline Square               | Blossom Square                                 | King William Street | Portsea         | PO1 3JG  | Queen Street       | 1        | 161                                 | 232                       | Parking Bay                          | Blossom Square 1-17           | Northside (73m) | Clon Road                     | Shellford Road        | South (79m)  |
| Harry Sornick House           |  | Cranleigh Avenue    | Buckland        | PO1 8LU  | St Marys Road      | 1        | 119                                 | 165                       | Parking Bay                          | Fourth Street                 | West (83m)      | Blossom Square 2-16           | Footpath              | East (83)    |
| Maritime House                | Victory Unit, ConanRd/Doyle Ave entrance       | Wylie Road          | Hilsea          | PO2 8DT  | Northern Parade    | 1        | 2                                   | 300                       | Parking Bay                          | Conan Road                    | South (119m)    | Cranleigh Road                |                       | North (46)   |
|                               |  |                     |                 |          |                    |          |                                     |                           |                                      | Conan Road                    | East (109m)     | Conan Road                    | Northern Parade       | North (40m)  |



# Appendix F

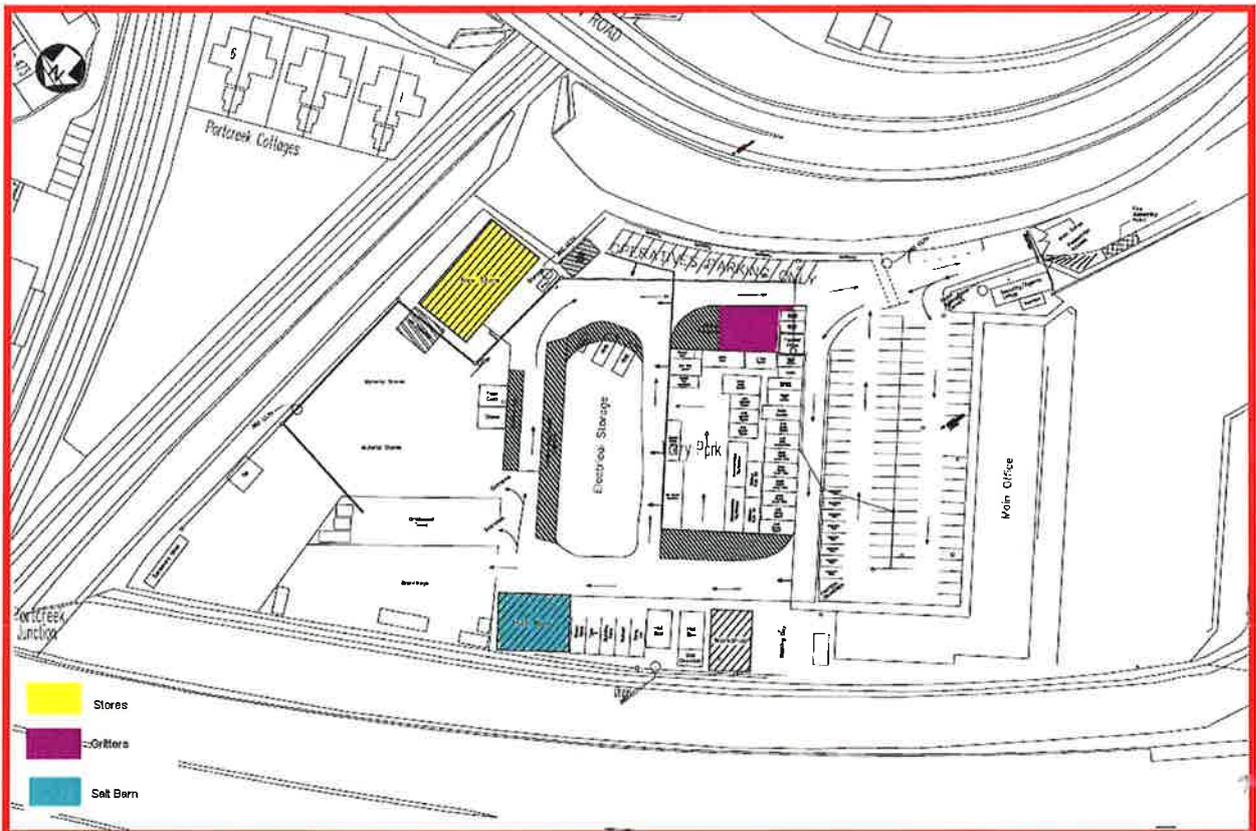
## Equipment, store and salt barn location

All winter operations are directed and carried out from Colas depot located at Walton Road, Farlington, Portsmouth, PO61TA.

The rock salt is stored in a purpose built salt barn. The salt barn has a capacity of 850t that is to say 200t over the stock level recommended by the UK Road Liaison Group (July 2009) (stock necessary to treat the equivalent of 6 runs during 6 days on the priority network).

An additional storage capacity of 120t, in a non-covered storage bay, is available next to the salt barn to store an emergency reserve stock of salt or grit.

The following map identify the location where the gritters are stationed, the salt barn and reserve storage bay, as well as the storage building where the winter maintenance minimum resilience stock of shovels and brooms is kept.



**Salt barn**  
**Storage capacity 850t**



**Storing bay (emergency use only)**  
**Storage capacity 120t**



## Appendix G

### Winter Maintenance Preparation Plan

| <b>TO BE<br/>COMPLETED<br/>BY</b> | <b>TASK</b>   | <b>ACTION BY</b>                          |
|-----------------------------------|---|---|
| April                             | Start Wash-Up meetings (if necessary)                 | Colas / PCC Contracts Managers            |
| June                              | Renewal of Weather Forecast contract if appropriate   | Colas Commercial                          |
| July                              | Start revision of Winter Maintenance Operational Plan | Colas / PCC Contracts Managers            |
| Early September                   | Issue revised Winter Maintenance Operational Plan     | Contract Manager                          |
| Late September                    | Winter Maintenance Exercise/Communications Trial      | Colas Winter staff                        |
| Early October                     | Winter Maintenance Briefing                           | Colas personnel involved in Winter Duties |

# **Appendix H**

## **Reference documents**

- 1 Code of Practice for Maintenance Management
- 2 ICE Design and Practice Guide for Highway Winter Maintenance
- 3 Emergency Services Plans
- 4 Trunk Road Maintenance Manual
- 5 PCC Flood response Plan
- 6 The Resilience of England's Transport Systems in Winter (independent review interim report Dec 2010)
- 7 Colas Incident Management Plan
- 8 PCC Traffic Management Plan

# Appendix I

## Vehicles and Plant Schedules

The length of the routes covering the category 1 and 2 networks requires 3 vehicles to enable a response within a 2 hours period.

Colas fleet of gritters is composed of 4 vehicles (which includes a vehicle on standby as contingency to mitigate the risk of mechanical breakdown). All are Econ Engineering Bodies. Copies of the current vehicle calibration certificates are available on request.

4 of these vehicles are multipurpose vehicles which are dedicated to gritting during the winter season. All 4 vehicles are fitted with GPS MASTERNAULT tracking units which are connected to the ECON download units. This records the following information when vehicle are used as gritters:

- Vehicle Location and time
- Spreading on/off
- Salt Flow on/off
- Spread Rate
- Width of spread

The 4 vehicles are as follows:

**1 x Dedicated Gritter Lorry: Reg 1RX55 UTO UNI-BODY**



**1 x Multi Purpose Vehicle: Reg RX55 UTM DEMOUNT (Converts to a tipper)**



**2 x Multi Purpose Vehicles: Reg KE06 AYC and Reg KE06 AYD UNIBODIES (converts into Traffic Management Vehicle)**



**Gritter Bodies and Equipment**



**3 X Gritting bodies**



**4 X Snow Ploughs**

**Footway Gritting and Snow Clearance:**

**Cruiser Turbocast 300 Grit Spreader:**

Cruiser Turbocast 300 Grit Spreader broadcast spreads dry or wet grit/salt mixture to a width of between 3 and 7m. It is user friendly with front and back rests which make it easy to manoeuvre up and down kerbs. The front rest allows the unit to be emptied wheelbarrow fashion after use and the chassis has a special Armortec coating for corrosion-resistance. A range of settings allows accurate controlled dosing ensuring economic spreading. The gritter can be disengaged for transportation between sites without losing any material.



**Pedestrian 2 Wheel Tractor Unit:**



## Appendix J

### Winter Maintenance Exercise Checklist (to be updated with completed version once exercise complete)

Winter Maintenance Exercise

Date: .....

| Lorry No. | Routes                       | Lorry & Driver Available | Spreading Insert Operational | Plough Fitted & Operational | Plans & Schedules Available | Comments |
|-----------|------------------------------|--------------------------|------------------------------|-----------------------------|-----------------------------|----------|
| 1         | 8,9,10,11,12,17,20,22,23,25. |                          |                              |                             |                             |          |
| 2         | 2,3,4,13,14,15,16            |                          |                              |                             |                             |          |
| 3         | 1,5,6,7,18,19,21,24.         |                          |                              |                             |                             |          |
|           |                              |                          |                              |                             |                             |          |

1. Supervision present in depot. YES/NO
2. Loading facility available in depot YES/NO
3. Client Officer present YES/NO

Checks completed by:

Colas: ..... (Signature)

..... (Print Name)

Client: ..... (Signature)

..... (Print Name)

# **Appendix K**

## **Standard form and daily reports**

This appendix includes the following standard forms:

- Notification of Proposed Treatment
- Daily Operational Report
- Route monitoring Sheet Priority 1&2

The forms should preferably be submitted by email. Where transmission is by email the originator and distribution details do not need to be given as shown on the following pages as they will be included within the email.



## Winter Maintenance – Notification of Proposed Treatment

|              |              |              |
|--------------|--------------|--------------|
| <b>Name:</b> | <b>Date:</b> | <b>Time:</b> |
|--------------|--------------|--------------|

| <b>DECISION BASED ON:-</b>            | <b>Date</b> | <b>Time</b> |
|---------------------------------------|-------------|-------------|
| 24 Hours Met Office Report:           |             |             |
| Findlay Irvine Weather Station Check: |             |             |
| Inspection:                           |             |             |
| HCC:                                  |             |             |
| Area 3:                               |             |             |
| Other:                                |             |             |

|                            |            |                          |           |                          |
|----------------------------|------------|--------------------------|-----------|--------------------------|
| <b>ACTION TO BE TAKEN:</b> | <b>YES</b> | <input type="checkbox"/> | <b>NO</b> | <input type="checkbox"/> |
|----------------------------|------------|--------------------------|-----------|--------------------------|

| <b>Code</b> | <b>Description</b>    | <b>Start Time</b> | <b>Spread Rate (g/m2)</b> | <b>Comments</b> |
|-------------|-----------------------|-------------------|---------------------------|-----------------|
| WM 01       | Priority 1 Routes     |                   |                           |                 |
| WM 02       | Priority 2 Routes     |                   |                           |                 |
| WM 03       | Priority 1/2/3/4 Only |                   |                           |                 |
| WM 04       | Frost Spots           |                   |                           |                 |
| WM 05       | Snow Plough           |                   |                           |                 |
| WM M275     | M275                  |                   |                           |                 |
| STANDBY     |                       |                   |                           |                 |

|                                     |            |                          |           |                          |
|-------------------------------------|------------|--------------------------|-----------|--------------------------|
| <b>FURTHER INSPECTION REQUIRED:</b> | <b>YES</b> | <input type="checkbox"/> | <b>NO</b> | <input type="checkbox"/> |
|-------------------------------------|------------|--------------------------|-----------|--------------------------|

| <b>Recommendation for Escalation at the time of notification:-</b> |     |                          |    |                          |   |                          |
|--|-----|--------------------------|----|--------------------------|---|--------------------------|
| Level  | 1   | <input type="checkbox"/> | 2  | <input type="checkbox"/> | 3 | <input type="checkbox"/> |
| Stage  | 1   | <input type="checkbox"/> | 2  | <input type="checkbox"/> | 3 | <input type="checkbox"/> |
| Accepted by PCC:   | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |   |                          |

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## Winter Maintenance – Daily Operational Report

| To: Portsmouth City Council         |                                 |            | Date:       |  |            | Time:       |          |  |
|-------------------------------------|---------------------------------|------------|-------------|--|------------|-------------|----------|--|
| Winter Maintenance Officer (Name):  |                                 |            |             |  |            |             |          |  |
| Period Covered Dates:               |                                 |            | From:       |  |            | To:         |          |  |
| Period Covered Times:               |                                 |            | From:       |  |            | To:         |          |  |
| Operational Summary                 |                                 |            |             |  |            |             |          |  |
| Route No                            | Proposed Treatment              |            |             | Actual Treatment                       |            |             | Comments |  |
|                                     | Spread Rate (g/m <sup>2</sup> ) | Start Time | Finish Time | Spread Rate (g/m <sup>2</sup> )        | Start Time | Finish Time |          |  |
|                                     |                                 |            |             |  |            |             |          |  |
|                                     |                                 |            |             |  |            |             |          |  |
|                                     |                                 |            |             |  |            |             |          |  |
|                                     |                                 |            |             |  |            |             |          |  |
|                                     |                                 |            |             |  |            |             |          |  |
|                                     |                                 |            |             |  |            |             |          |  |
| FW Treatment Activity:              |                                 |            |             |  |            |             |          |  |
| Road Closures:                      |                                 |            |             |  |            |             |          |  |
| Salt Stock remaining at 0800 hours: |                                 |            |             | Salt Supply expected in next 24 hours: |            |             |          |  |
| Additional Comments:                |                                 |            |             |  |            |             |          |  |
| Escalation Changes:                 |                                 |            |             |  |            |             |          |  |

# ROUTE MONITORING SHEET – PRIORITY 1 & 2

**Route / Vehicle 1**

**Date:** \_\_\_\_\_

| ROUTE             | FLEET NO | DRIVER | TIME ON | TIME OFF | LOAD | PLOUGH FITTED | SPREAD RATE | VEHICLE CONDITION/<br>PROBLEMS | COMMENTS |
|-------------------|----------|--------|---------|----------|------|---------------|-------------|--------------------------------|----------|
| <b>Priority 1</b> |          |        |         |          |      |               |             |                                |          |
| 1                 |          |        |         |          |      |               |             |                                |          |
| 5                 |          |        |         |          |      |               |             |                                |          |
| 6                 |          |        |         |          |      |               |             |                                |          |
| 7                 |          |        |         |          |      |               |             |                                |          |
| M275              |          |        |         |          |      |               |             |                                |          |
| <b>Priority 2</b> |          |        |         |          |      |               |             |                                |          |
| 18                |          |        |         |          |      |               |             |                                |          |
| 19                |          |        |         |          |      |               |             |                                |          |
| 21                |          |        |         |          |      |               |             |                                |          |
| 24                |          |        |         |          |      |               |             |                                |          |
| M275              |          |        |         |          |      |               |             |                                |          |

|                      |                       |
|----------------------|-----------------------|
| <b>START WEIGHT:</b> | <b>FINISH WEIGHT:</b> |
|----------------------|-----------------------|

Driver's Signature upon completion: \_\_\_\_\_

# ROUTE MONITORING SHEET – PRIORITY 1 & 2

Route / Vehicle 2

Date: \_\_\_\_\_

| ROUTE             | FLEET NO | DRIVER | TIME ON | TIME OFF | LOAD | PLOUGH FITTED | SPREAD RATE | VEHICLE CONDITION/<br>PROBLEMS | COMMENTS |
|-------------------|----------|--------|---------|----------|------|---------------|-------------|--------------------------------|----------|
| <b>Priority 1</b> |          |        |         |          |      |               |             |                                |          |
| 2                 |          |        |         |          |      |               |             |                                |          |
| 3                 |          |        |         |          |      |               |             |                                |          |
| 4                 |          |        |         |          |      |               |             |                                |          |
| M275              |          |        |         |          |      |               |             |                                |          |
| <b>Priority 2</b> |          |        |         |          |      |               |             |                                |          |
| 13                |          |        |         |          |      |               |             |                                |          |
| 14                |          |        |         |          |      |               |             |                                |          |
| 15                |          |        |         |          |      |               |             |                                |          |
| 16                |          |        |         |          |      |               |             |                                |          |
| M275              |          |        |         |          |      |               |             |                                |          |

|                      |                       |
|----------------------|-----------------------|
| <b>START WEIGHT:</b> | <b>FINISH WEIGHT:</b> |
|----------------------|-----------------------|

Driver's Signature upon completion: \_\_\_\_\_

# ROUTE MONITORING SHEET – PRIORITY 1 & 2

Route / Vehicle 3

Date: \_\_\_\_\_

| ROUTE             | FLEET NO | DRIVER | TIME ON | TIME OFF | LOAD | PLOUGH FITTED | SPREAD RATE | VEHICLE CONDITION/ PROBLEMS | COMMENTS |
|-------------------|----------|--------|---------|----------|------|---------------|-------------|-----------------------------|----------|
| <b>Priority 1</b> |          |        |         |          |      |               |             |                             |          |
| 8                 |          |        |         |          |      |               |             |                             |          |
| 9                 |          |        |         |          |      |               |             |                             |          |
| 10                |          |        |         |          |      |               |             |                             |          |
| 11                |          |        |         |          |      |               |             |                             |          |
| 12                |          |        |         |          |      |               |             |                             |          |
| M275              |          |        |         |          |      |               |             |                             |          |
| <b>Priority 2</b> |          |        |         |          |      |               |             |                             |          |
| 17                |          |        |         |          |      |               |             |                             |          |
| 20                |          |        |         |          |      |               |             |                             |          |
| 22                |          |        |         |          |      |               |             |                             |          |
| 23                |          |        |         |          |      |               |             |                             |          |
| 25                |          |        |         |          |      |               |             |                             |          |
| M275              |          |        |         |          |      |               |             |                             |          |

|                      |                       |
|----------------------|-----------------------|
| <b>START WEIGHT:</b> | <b>FINISH WEIGHT:</b> |
|----------------------|-----------------------|

Driver's Signature upon completion: \_\_\_\_\_

## **Appendix L**

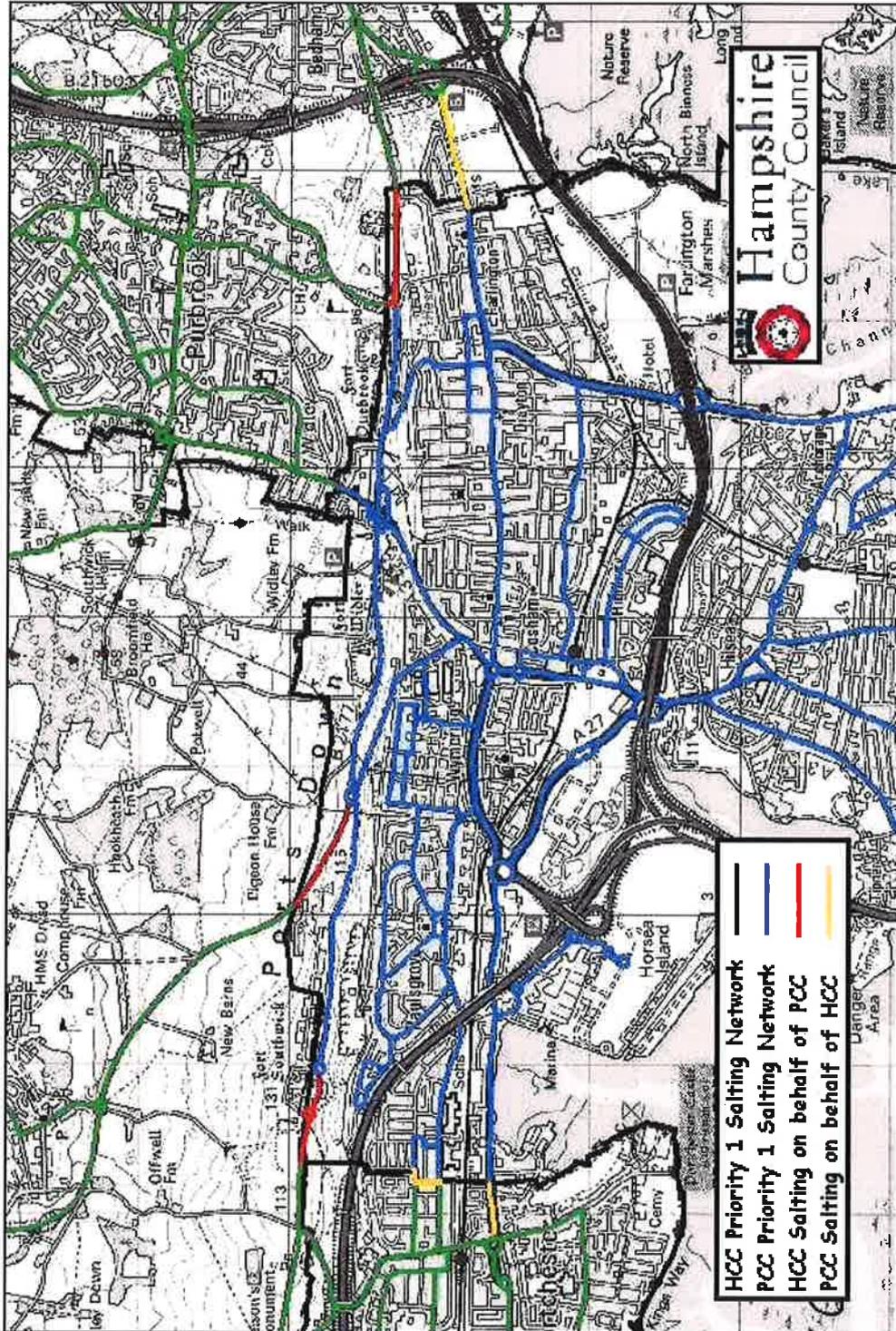
### **Snow Desk Content**

The Snow Desk room shall contain the following equipment as a minimum;

- 1 PC / laptop with, email facilities, self sufficient broadband Internet access and network access to Colas company systems, email facilities
- 1 large scale street maps of the network showing termination points
- 1 large scale street maps of the network
- 1 laminated copy of the gritting routes
- 1 copy of the Network roads hierarchy map
- 1 copy of the current winter WMDO and WMSM rota
- 1 copy of the Code of Practice for Maintenance Management
- 1 copy of the ICE Design and Practice Guide for Highway Winter Maintenance
- 1 copy of the Emergency Services Plan
- 1 copy of the HCC Winter Maintenance Plan
- 1 copy of the emergency telephone contact list
- 1 copy of the Winter Service Plan
- 1 FM/MW Radio, main powered with battery backup
- 1 TV set
- 2 land line telephones

# Appendix M

## Section 8 Agreement between PCC & HCC





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|                               |  |
|-------------------------------|--|
| <b>Title of meeting:</b>      | Cabinet Member for Traffic and Transportation                        |
| <b>Date of meeting:</b>       | 29 <sup>th</sup> September 2016                                      |
| <b>Subject:</b>               | Residents' Parking Update  |
| <b>Report by:</b>             | Alan Cufley, Director of Transport, Environment and Business Support |
| <b>Wards affected:</b>        | All  |
| <b>Key decision:</b>          | No   |
| <b>Full Council decision:</b> | No   |

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## 1. Purpose of report

- 1.1 The purpose of this report is to update the Cabinet Member on progress with the review of parking zones in the last year and confirm the ongoing programme as published.

## 2. Recommendations

- 2.1 It is recommended that:

- (1) the progress made to date on the review of parking zones is noted;
- (2) the ongoing programme is confirmed as published;
- (3) requests for permit parking continue to be recorded for future consideration

## 3. Background

- 3.1 Following the decision to reintroduce a charge for the first Resident permit (£30) to enable schemes to be self-financing, residents living within the (then) 35 parking zones were asked whether or not they would prefer for the zone to be retained or removed.

- 3.2 The subsequent report and decisions taken by the Traffic and Transportation portfolio holder in July 2015 resulted in the substantial programme of works currently underway to propose and potentially implement the required changes. The reports are available on Portsmouth City Council's website and contain more detailed information:  
<http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MId=3229&Ver=4>

- 3.3 8 parking zones have been reviewed so far, leaving 23 zones on the programme for review.

- 3.4 The parking zones that residents wished to be retained are being reviewed to ensure they operate as effectively and efficiently as possible. Residents will be consulted on any proposed improvements. The current programme is scheduled to complete in 2020/21.
- 3.5 Funding and resources have been allocated to the current review programme, agreed in July 2015. The new areas identified (those areas which have not previously been surveyed and have been awaiting a survey for some time) will take priority over areas that have been surveyed in the past and where proposed zones have been rejected by residents and not implemented.
- 3.6 The review of existing parking zones and consideration of new zones has been prioritised as below, taking into account the allocated resources and funding available, the responses to the consultation on the reintroduction of a charge for the first Resident permit and feedback from residents on their parking zones:

| Zone code                              | Zone name   | Progress  |
|--|---|---|
| <b>Priority 1</b>                      |   |   |
| AA                                     | Newbolt Road                                      | Review complete   |
| AC                                     | Farmlea Road                                      | Review complete   |
| JD                                     | Portsea North                                     | Review complete   |
| GA                                     | Fratton   | Review complete   |
| FD                                     | Bevis Road  | Review complete   |
| FG                                     | Stamshaw South                                    | Review complete   |
| <b>Priority 2</b>                      |   |   |
| MB                                     | Orchard Road                                      | Review complete   |
| MC                                     | Bramble Road                                      | Review complete   |
| Cosham (east of High Street)           | Cosham (Albert Rd, Dean Rd, Pervin Rd, Park Lane) | Formal public consultation complete; awaiting T&T decision September 2016 |
| KA                                     | Old Portsmouth                                    |   |
| KC                                     | West Southsea                                     |   |
| <b>Priority 3</b>                      |   |   |
| JB                                     | Landport  |   |
| Twyford Ave (north of Northern Parade) |   |   |
| LA                                     | North Southsea                                    |   |
| LB                                     | Somerstown  |   |
| KB                                     | Hambrook  |   |
| KD                                     | Castle Road                                       |   |
| <b>Priority 4</b>                      |   |   |
| Broom Square                           |   |   |

|  |                  |  |
|--|------------------|--|
| area                                   |                  |  |
| Pembroke Park                          |                  |  |
| JF                                     | Garnier Street   |  |
| JE                                     | Fratton West     |  |
| HA                                     | Baffins Road     |  |
| MA                                     | Beatrice Leopold |  |
| JC                                     | Hyde Park Road   |  |
| <b>Priority 5 - 6</b>                  |                  |  |
| Doyle Court service road (London Road) |                  |  |
| AB                                     | Wymering         |  |
| BC                                     | East Cosham      |  |
| BD                                     | Windsor Road     |  |
| FB                                     | W. Island Way    |  |
| FC                                     | Landport North   |  |
| FE                                     | Buckler's Court  |  |
| FF                                     | Rudmore Court    |  |
| GB                                     | Alverstone Road  |  |
| JA                                     | Portsea          |  |
| NA                                     | Priorsdean       |  |
| BA                                     | Park Grove       |  |

#### 4. Reasons for recommendations

- 4.1 To acknowledge the progress of reviewing existing residents' parking zones, how resources will be engaged for the coming years, that it could be some time before new areas on the waiting list are surveyed and that expectations of permit parking as a solution to parking difficulties should be carefully managed.
- 4.2 Managing residents' expectations in relation to permit parking is important. The increasing demand for residential street-based parking in certain parts of the city remains a challenge. It is particularly severe within the large areas of terraced housing without off-road parking. This affects thousands of residents living in Copnor, Tipner, Baffins, North End, Hilsea, Fratton, Southsea and Eastney, and means it is difficult to locate a parking space reasonably close to home after 6pm, with many residents regularly parking several roads away. The number of vehicles belonging to, or used by, residents often exceeds the on-street parking available.
- 4.2 Areas of North End, Fratton, Stamshaw and Hilsea, for example, have been surveyed twice or more and parking zones have been formally proposed. Ultimately however, these zones were neither approved nor implemented due to strong objections from residents. Further surveying is unlikely to produce a different result.

- 4.3 Parking zones operate the most successfully in areas where external factors influence the available parking - such as tourists/visitors, commuters, shoppers, local employees, close proximity to a ferry port, transport hub or hospital etc. Where proposed zones have been rejected, residents have indicated that as the majority of the vehicles are being used by residents themselves, and local businesses are entitled to permits, the available parking would be unlikely to increase, but the permit application and payment processes would apply as usual. Many households have more than one vehicle and residents have not shown support for proposals that effectively restrict their vehicles with no alternative parking available.
- 4.4 Now that all Resident permits carry a cost, residents would expect to find it easier to park with a scheme in place but that outcome may not be achievable in many parts of the city as there are significantly more postal addresses than on-street parking spaces available.
- 4.5 The impact on adjacent roads that experience similar parking issues and cannot cater for displaced vehicles should not be underestimated and has to be taken into account before considering just one part of a larger area with similar housing and parking problems.
- 4.6 This issue was addressed in November 2015, when the Cabinet Member for Traffic and Transportation confirmed:

That no new parking zones are considered in isolation within Southsea or Eastney. Should the necessary funding, resources and support be identified, that the remaining Southsea and Eastney area is considered as a whole via a single 2-3 year programme.

A similar approach would need to be considered for Copnor, Baffins, North End and Hilsea locations where clearly-defined natural zone boundaries do not exist and residents experience equal difficulties with parking.

## **5. Equality impact assessment**

- 5.1 A preliminary EIA is not relevant due to the nature of this report and its recommendations, which do not put forward specific proposals at this stage.

## **6. Legal implications**

- 6.1 As the recommendations do not propose any further action at this stage there are no legal implications.

## **7. Director of Finance's comments**

- 7.1 This report is for information only and, as a result, there are no additional financial implications directly arising from the recommendations contained within this report.

7.2 The programme will continue to ensure that the introduction of charges for all residents and other parking permits will be in line with the cost of implementing and operating the schemes.

.....  
Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
|                   |          |
|                   |          |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation

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|                               |  |
|-------------------------------|--|
| <b>Title of meeting:</b>      | Cabinet Member for Traffic and Transportation Decision Meeting       |
| <b>Date of meeting:</b>       | 29 <sup>th</sup> September 2016                                      |
| <b>Subject:</b>               | Residents parking zone: Cosham area (TRO 47/2016)                    |
| <b>Report by:</b>             | Alan Cufley, Director of Transport, Environment and Business Support |
| <b>Wards affected:</b>        | Cosham   |
| <b>Key decision:</b>          | No   |
| <b>Full Council decision:</b> | No   |

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## 1. Purpose of report

- 1.1. To consider the consultation responses to the proposed BF parking zone, and agree the way forward.

## 2. Recommendations

- 2.1. **That the BF Park Lane parking zone is implemented as proposed, with the following exceptions:**
  - 2.1.1 **Parking bays are not marked out at this time (deleted from the TRO);**
  - 2.1.2 **Double yellow lines are not marked out at this time (deleted from the TRO).**

## 3. Background

- 3.1 As per the Traffic & Transportation decision meeting held on 5 July 2016, approval was given for a parking zone to be proposed for the BF Park Lane area, made up of Albert Road, Dean Road, Pervin Road and Park Lane.

The report and decision are available to view on Portsmouth City Council's website here: <http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MId=3490&Ver=4> (Item 3)

- 3.2 The area of BF Park Lane zone was approved for scheme design and consultation as all 4 roads returned a majority in favour of permit parking during the informal survey.
- 3.3 Formal consultation on the proposed zone took place between 26 July - 17 August 2016. The proposal notice is available to view on Portsmouth City Council's website here: <https://www.portsmouth.gov.uk/ext/documents-external/tro-47-2016-cosham-park-lane-rpz-pn1.pdf>

#### 4. Reasons for recommendations

4.1 The January 2016 survey results that led to the parking zone being proposed were as follows:

| Road name   | Support | Object | No. of properties |
|-------------|---------|--------|-------------------|
| Albert Road | 6       | 2      | 64                |
| Dean Road   | 12      | 2      | 33                |
| Park Lane   | 9       | 0      | 50                |
| Pervin Road | 10      | 1      | 33                |
| Totals      | 37      | 5      | 180               |

4.2 The public responses have informed the recommendation to implement the parking zone as proposed:

| Road name      | Support | Object | Comments/queries |
|----------------|---------|--------|------------------|
| Albert Road    | 3       | 1      | 2                |
| Dean Road      | 1       | 2      | 1                |
| Park Lane      | 5       | 1      | 2                |
| Pervin Road    | 8       | 1      | 0                |
| High Street    | 0       | 2      | 1                |
| Outside zone   | 0       | 3      | 0                |
| Road not given | 0       | 1      | 0                |
| Totals         | 17      | 11     | 6                |

The full responses are reproduced at Appendix A on pages 6 - 20. Whilst this represents a low percentage of the properties in the affected area, the recommendations are based on the responses and information received: no assumptions can be made about the views of those who have not responded.

4.2.2 The main reasons given for supporting the introduction of the parking zone are:

- Parking congestion: difficulty finding a parking space near to home, during the day and early evening;
- All-day parking by commuters / local employees (hospital, High St, Cosham commercial area);
- Shoppers, customers and visitors (e.g. to the 2 local churches) using free parking in residential roads to avoid Pay & Display.

4.2.3 In summary, the reasons given for objecting to the introduction of the parking zone are:

- No parking problems;
- Permit costs and paying for visitors;
- Too many new double yellow lines;
- Insufficient interest or support from residents.

4.3 Under new legislation that came into effect in April 2016 relating to parking restrictions, many road markings and signs are no longer required to be used together (*Traffic Signs Regulations General Directions 2016*). Previously, parking bays could not be marked without a restriction in place, and all parking bays were required to have accompanying signage.

- 4.3.1** Controlled zone signs at the entrances to the zone and individual signs within the parking zone will be placed as usual. In accordance with revisions to the TSRGD, it is no longer a requirement for parking bays to be marked out. PCC will be following this guidance and therefore parking bays will not be marked.

Without parking bay markings, there is no requirement for double yellow lines, and therefore this aspect of the TRO will not be pursued.

Should it become necessary to consider designating parking bays and double yellow lines at a later date, further consultation will be required.

- 4.3.2** It should be noted that permits will be required to be displayed (or authorised electronically) when parking on the public roads within the parking zone, including in front of dropped kerbs. This means PCNs may be issued to any vehicle parking on the public road without authorisation or beyond the 1-hour free parking period.

The obstruction of dropped kerbs will be enforceable in the usual manner, i.e. if the owner is unable to access a driveway, hard-standing or garage due to a vehicle being parked in front the dropped kerb (with or without a permit) and contacts Portsmouth City Council for assistance.

- 4.4** 3 objections were received from residents living outside of the proposed parking zone (from Lindisfarne Close (2) and Mulberry Lane (1)) on the grounds that parking may be displaced into those roads.

- 4.4.1** The parking zone includes the 4 roads where residents petitioned for permit parking: no requests have been received from residents of Lindisfarne Close, Mulberry Lane, Magdala Road, Dorking Crescent or Salisbury Road, and therefore these roads have not been included at this stage.

- 4.4.2** Vehicle displacement is by no means a guaranteed outcome of implementing parking zones. Evidence suggests that parking zones rarely lead to significant vehicle displacement which results in the need to extend into the adjacent area. Of the 32 parking zones currently in place, just 4 have been extended.

- 4.4.3** Displacement of residents' vehicles is likely to be minimised by the zone's operating time (8am-6pm), with vehicles able to park within the zone without a permit from 5pm until 9am the next day.

- 4.4.4** The parking zone is anticipated to better manage commuter parking. Local employees and long-stay customers of the High Street would be more likely to use the Pay & Display once the adjacent free parking in the residential roads becomes unavailable. QA hospital staff would be required to walk a further distance to find free parking, and those working shifts would be affected once Park Lane becomes restricted. This measure should encourage use of the facilities provided by the hospital staff, which the majority already use.

## **5. Equality Impact Assessment**

- 5.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

## 6. Legal Implications

- 6.1 Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles.
- 6.2 A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.
- 6.3 The Traffic Signs Regulations and General Directions came into force on 22nd April 2016 and altered the prescribed method of markings to delineate areas of carriageway reserved for specified classes of vehicle or specified uses.
- 6.4 The dimensions for bay markings have been relaxed, apart from those for disabled badge holders. Whilst a minimum width of 1.8 m is specified, there is no longer a maximum width, nor a minimum or maximum length. The intention is to allow traffic authorities flexibility in determining the bay or parking space size appropriate both for the intended vehicle type and the surrounding street environment.
- 6.5 Bay markings and parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement.
- 6.6 In addition to relaxing the permitted dimensions, traffic authorities now have the freedom to use alternative methods to create bays and spaces on the carriageway. This may include either colour-contrasting surfacing, or paving in a different pattern or appearance, to distinguish parking areas from the surrounding carriageway. No legend is required to be included in these markings. The markings may be used in conjunction with upright signs as currently prescribed.
- 6.7 Minimum dimensions are still prescribed for bays reserved for disabled badge holders. These must be a minimum of 6.6 m long, 2.7 m wide, or 3 m wide where placed in the centre of the carriageway. There is an exception for cases where, on account of the nature of traffic using the road, the overall width of the carriageway is insufficient to accommodate a bay of that width.

6.8 Any new signs indicating parking places and areas subject to parking controls must be in accordance with the new regulations.

**7. Director of Finance's comments**

- 7.1 The introduction of charges for all residents and other parking permits will ensure that the costs of implementing and operating schemes are fully funded from the income generated.
- 7.2 Currently the costs of operating residents parking schemes are part funded from income generated from On Street parking, which diverts this income from being used for other purposes. The recommendations in this report are in line with the current council policy of, where possible and practical, levying charges for services that offset the running costs of those services.
- 7.3 The introduction of parking zone BF is estimated to cost £8,000. This includes the Traffic Regulation Order in the press, the introduction of signage (and physical works related to this), postal communications to properties within these zones and associated officer time. This will be funded from the £200,000 set up costs budgeted as part of the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that would be transferred to the off street parking reserve.
- 7.4 The proposed changes to charges for permits and scratch cards with regards to parking zone BF is estimated to generate an additional £8,000 in income. This income will accrue to the on street parking revenue budget and will help to ensure that the net costs of implementing and operating schemes continues to be funded from the income generated.

.....  
Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

Appendices  
Appendix A: Public responses to the proposal (road by road)

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| <b>Title of document</b> | <b>Location</b>                        |
|--------------------------|--|
| Preliminary EIA          | Transport Planning                     |
| Cosham survey results    | PCC website (search 'parking surveys') |
| 34 emails                | Transport Planning                     |

The recommendation(s) set out above were approved/ approved as amended/ deferred/  
rejected by ..... on .....

.....  
Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation

## **Appendix A: Public responses to the proposal (road by road)**

### **1. Resident, Albert Road**

After perusing your plans for the new parking area to be known as BF zone covering the area in which I live, I would like to put on record that my wife and I fully support these proposals. I have also discussed this scheme with my neighbours within Albert Road Cosham and they are also in agreement with the residents parking scheme. I have not received one negative comment from any of my neighbours concerning this scheme. Please ensure that this email is brought before the Committee when making the decision. The reason that we all support this scheme is that it is currently very difficult to park in or around our own homes during the week because of the amount of vehicles from outside the area that park in Albert Road all day whilst they go off to work.

### **2. Resident, Albert Road**

I live at Albert Road Cosham and am happy to support the proposals described in Portsmouth City Council (BF Park Lane Area) (Residents Parking Places and Waiting Restrictions) (No47) Order 2016.

### **3. Resident, Albert Road**

I support the resident parking scheme 100%. During the day and early evening the road is full of commuters and we can never park in our road until late in the evening when they all finish and go home. Myself and my husband think resident parking would make life so much easier.

### **4. Resident, Albert Road**

I object to the letter you have sent out I feel as if it's just a con just to get more money out of us we pay out council tax we pay our road tax we should not have to pay to park outside of where we live it's outrageous it's not going to solve anything especially if they can get a 12 hour permit for £1 everyone will be parking there it's cheaper than all of the car parks around cosham area if anything you'll make parking harder for the folks who live down the street

### PCC response:

The proposals have been put forward for public consultation in response to the residents who wish to prevent long-term parking by non-residents such as commuters, local employees etc. Neither council tax nor the vehicle licence contributes towards parking schemes, and therefore permit charges are made so that the schemes pay for themselves instead of being subsidised with public funds. Visitor permits are only available to residents, for their visitors (friends, family, tradesmen etc) - they are not available for general purchase by customers or clients of local businesses, for example.

### **5. Resident, Albert Road**

Thank you for the notice about starting a residents parking scheme in our area. We have read the information carefully and have a couple of questions:

1. What does the, 'reduction of prohibition of waiting at any time mean? We are concerned that it is even more likely that vehicles would park overhanging driveways, as they try and squeeze in, making what can be a tight turn considerably harder or even impossible. This is of particular concern as my wife is disabled and may need to get to the hospital in a hurry.
2. On the subject of disability, my wife also has regular carer visits arranged by Social Services. Normally this would fit in the allowed hour but what happens if they need to overrun?

3. We normally park in our drive, so would not necessarily want a permit, but if the drive is blocked by inconsiderate shoppers how could we park? It would seem we would have to pay you £30 a year just in case.

PCC response:

1) There are a couple of reasons for proposing to reduce the double yellow lines there where shown on the plan. Firstly, they are longer than those in place at similar junctions, possibly because they were installed many years earlier when parking pressures were less severe. Secondly, there is currently a 7-metre gap between the double yellow lines and the dropped kerb. Drivers are generally less inclined to overhang or partly use double yellow lines, which is why you may currently experience vehicles overhanging driveways (they cannot be penalised for doing so). With a little extra room, vehicles can park at the revised end of the restriction and not as close to driveways.

2) Carers should have an 'Essential Visitor' permit, which exempts them from the time restrictions within residents' parking zones. If they do not currently hold a permit they can easily obtain one from Portsmouth City Council.

3) If your driveway is obstructed by inconsiderate drivers (shoppers or otherwise) and you are unable to get out, please contact the Traffic Management Centre for assistance on 023 9268 8290. The nearest enforcement officer will be able to attend. This is regardless of whether or not a parking zone is in place.

#### **6. Business, Albert Road**

We are a care home with nursing situated in Albert Road. Potentially 46 residents may live at the premises at any one time. As a care home visitors frequently access the home as they would, visiting relatives, even if that person was living in their own home. We also potentially have 20 staff at any one time working on shift, some of whom have vehicles.

Could you please confirm how the home would be provided with permits to enable visiting with residents as well as for staff to park.

PCC response:

With 32 parking zones currently in place throughout the city, this is not a unique situation and care homes are catered for. Those living at the care home are classed as residents and therefore would be entitled to purchase visitor scratch cards for their visitors i.e. relatives. If the care home itself wanted to buy them on behalf of a resident this would be possible but the purchaser's name would be the resident and a document relating to the resident would need to be provided.

Staff at the care home would be entitled to Business permits (purchased either by the home or on an individual basis). Any staff who currently hold Essential Visitor permits cannot use them for parking at the normal place of work, but would continue to use them when visiting service users away from the care home. Any external staff visiting the home, nurses etc., could use their Essential Visitor permits in the normal way.

#### **7. Resident, Dean Road**

I am writing with regards to the proposed parking zone in dean road to say that I am in support of these proposals. My only concern would be the amount of double yellow lines proposed for dean road and if this would have an impact on there not being sufficient space for residents to park.

PCC response:

With regard to the additional double yellow lines - parking bays within parking zones are typically marked where vehicles currently park. They are linked up by double yellow lines so that unrestricted sections of road are not left that could cause confusion or encourage drivers to park in unsuitable places and obstruct access.

**8. Resident, Dean Road**

I would like to object to the introduction of BF parking zone as it is not required in our opinion, we never have a problem, or our visitors, parking in Dean Road anytime of day or night, it is not always right outside our house but never in a different road, the only time we ever park more than 5 doors away from ours is late afternoon/early evening weekdays. In my opinion the majority of people in favour are residents who think it is there right to park immediately outside their front door, we all live in a densely populated city and all the local residents chose to live close to the great amenities on our doorstep, this inherently comes with parking issues but not enough to warrant extra restrictions and charges. Given the percentages in favour of the scheme I can't see how it is democratically fair either to impose this scheme, only 79/620 less than 15%. The one single reason why parking has become an issue to 'certain' residents over the past few years is the expansion of QA hospital, if the parking for employees, patients and visitors was addressed more efficiently then TRO 47/2016 would not have been required at all!

**9. Resident, Dean Road**

I would like to make the following comments.

- (1) DEAN ROAD has not been given a name on your Diagram of BF Zone Boundary. The road has not been titled on your map. As I like there I am a bit miffed!
- (2) Section D) Prohibition of waiting at any time (double yellow lines ). Section 2 re. Dean Road.

I have today walked Dean Road and there are currently NO double yellow lines on the road (other than the ones at the entry of the Road, which have been put there, very sensibly, to ensure that those entering and leaving the road have full visibility and safety enhancement ). Your notification suggests that instead of there being NO double yellow lines in Dean Road that a total of --- 66 Metres --- of double yellow lines are to be introduced into Dean Road. Is that really your plan? (or could it be that your notice has mixed up Dean Road with Park Lane ? )

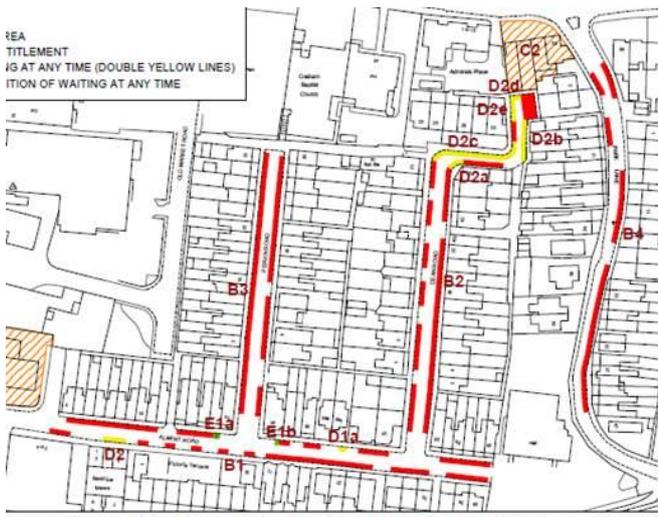
I would be very grateful if you could please get back to me with your comments addressing my two points. Additionally, and this is a recommendation for process improvement, would it not have been possible to provide an additional map showing the double yellow lines to be introduced or removed in the proposed Parking Zone. Such a map, in addition to the wording, would be user friendly and helpful.

PCC response:

To answer your points in the order they were raised:

- 1) The plan incorporated into the public notice indicates the zone boundary, with road names for reference. I have attached the formal proposal plan, which is one of the documents on deposit at the Civic Offices and is available upon request. This is a statutory requirement, applying to all proposed traffic regulation orders. An extract is below for ease of reference in relation to point 2.

2) Parking bays within parking zones are typically marked where vehicles currently park. They are linked up with double yellow lines so that unrestricted sections of road are not left that could cause confusion, or encourage drivers to park in unsuitable places and obstruct access. For example, it is not possible to mark parking bays around the 90' bends in Dean Road, and parking can only take place on one side of the road adjacent to No.30 and alongside No.33. Without the double yellow lines, anyone without a permit could park opposite a marked bay and (a) could not be penalised for parking without a permit, (b) would prevent use of the marked bay opposite (c) could obstruct access to the northern part of the road and (d) could prevent access to/from driveways and garages. I hope the indicative views below will help to explain this.



There are already double yellow lines at the northern end of Pervin Road and therefore it is not necessary to propose them there. The gaps between the parking bays shown in red on the plan above and attached indicate the dropped kerbs - parking bays cannot be marked in front of them.

### 10. Resident, Dean Road

I personally think this will make the parking around the area worse especially in the evening when there are no restrictions to park.

- There will be no benefit for the people who work as generally they will be away from these roads between 8am -6pm (but yet have to pay to not park there)
- The proposed yellow lines will reduce the amount of free space to park, which will cause a lot more parking issues.
- All the people that work who live down these roads will struggle to park when they come home as the hospital have a changeover period, which would allow them to arrive at 5pm and then they can stay there with no issues until 8am in the morning.

- Based on the results 20% of surveys returned, I do not think this is an acceptable amount to warrant enforcing the restrictions. Most of the people who have not responded probably have no issues with parking so haven't responded.
- There has been events around the area and the parking has not been of any issue
- What I do see is people unable to park directly outside their homes (maybe one of two cars up) move their cars when a space is then free. With the restrictions this will not prevent this from happening.

Personally, I have had no issues parking in the area in the last 3 and half years of living here. I would not be happy to have to pay to park down the street I live in, this is one of the things that when I purchased my house that went in favour as there were no restrictions. Having to get vouchers for family and friends to visit during these hours I do not think is acceptable, why should I have to pay for the privilege for my family to visit? I think before anything changes another survey should be issued so the people that have now seen the proposal can respond based on what will change. I am pretty sure the results will go the other way. I think at least 50% of the people who live around the area should have to respond prior to anything being enforced.

PCC response:

The proposed time of operation takes into account

- The survey results (respondents indicated that 61% of the main parking problems occur during the morning and afternoon)
- The Pay & Display on the High Street operating until 6pm
- The BC parking zone north of Havant Road operating until 6pm
- Parking by non-residents for several days at a time will be prevented

See response to 9) above, and the images, regarding parking bays and double yellow lines.

The aim of the survey is gather information about parking and to gauge the level of interest in a parking zone, to see if it is worth spending time developing proposals. Whilst the survey information informs the proposals, the response to the formal consultation on the designed parking zone is really what any future decisions is based on, because it contains the detail. A copy of the public notice was delivered to every property within the proposal area so that people can have a look, decide how it will affect them, and submit their views (as you have done). A report will be published following the formal consultation, and residents can view the recommendations, decide if they agree and have another opportunity to give their views at the subsequent public decision meeting.

Further response from resident

Yes I did understand the yellow lines, and I still have big issues with it.

I have spoken to a few people down the street as they did not realise this would lead to yellow lines and parking bays being put into the streets. These are people that were fore the parking scheme and I think are now regretting there response.

Generally they do not want parking bays or yellow lines. If this was to go ahead could you rather than putting bays and yellow lines just make it a restricted area, with signs up?

They also have issues with the timings especially as it was based on 61% morning and afternoon, but afternoon to evening is still 56% so actually not much difference however everyone would then be free to park where they like from 6pm (actually 5pm if they get there then as they have an hour) with the new restrictions. I think highly that these restrictions are actually going to cause more issues than good. I have been reviewing the parking around the area since this has all been proposed and there are always empty spaces around. The weekends seem to be really quiet, I have managed to go out numerous times and have still been able to park in exactly the same spot when I have returned. Like I have mentioned previously, I think because people can't park directly outside their house sometimes causes them to get uptight about the parking. They will soon regret their responses as they are not going to be guaranteed a spot outside with the restrictions in place so will not be any different, especially in the evening with no restrictions. Unless you put bays and allocate them to house and put it as a 24 hour zone.

**11. Resident, Park Lane**

I live at Park Lane, Cosham. I am over the moon with the parking proposals please enforce them ASAP !!!

**12. Resident, Park Lane**

I would like to add my support for the parking charges that are being proposed in the new BF Zone Boundary for the Park Lane area in Cosham. It has been a year-long fight to get the parking permits implemented: As the closest road to the hospital without parking permits, our road is always full of cars.

Weekdays - as soon as a resident leaves for work it is filled with hospital workers, staff working in Cosham high street or shoppers who do not wish to pay for parking in your nearby car park.

Saturdays - shoppers mainly avoiding parking fees rather than parking in Market Road car park in Cosham. When a resident leaves for a short trip they cannot get anywhere near the own premises.

Sundays - As we have St Colmans Catholic church and Cosham Baptist Church at the end of the road we have many worshipers wishing to park nearby.

The main reason at the moment is delivery drivers for Tesco / Sainsburys / ADSA etc., Take away meals, Home orders and Amazon deliveries, Taxis / Residents friends doing pick-ups. These all think it's OK to park across my driveway and sometimes on, as they there is no available parking. So they park in the most open available space - across my property on double yellow lines.

**13. Resident, Park Lane**

I am a resident of Park Lane and in favour of parking permits. It's about time this should be done. We have had a lot of problems with hospital staff using our road to park.

**14. Resident, Park Lane**

Excellent proposal and a long time coming due to QA staff parking in the Lane. Thank you.

**15. Resident, Park Lane**

As a resident of Park Lane, I am wholly in favour of having the parking restriction and permits being put into place. I have no objections to paying for a permit and feel it would ease the problem of parking in the road, which to be honest is an absolute nightmare and makes residents lives a misery.

## 16. Resident, Park Lane

I have received notice of a parking Zone for Park Lane Cosham. I personally am not convinced this scheme is necessary, please let me know how to place a freedom of information request for the resident poll result for this scheme or please send me the result of the poll. I find the grouping of roads for this scheme most illogical. Your proposal is to group Park Lane with Albert Road, Dean Road and Pervin Road. There is NO direct vehicular access between Park Lane and Albert Road, Dean Road & Pervin Road so I don't believe Park Lane should be in this grouping. If for example another grouping was created South of Park Lane, Park Lane residents would be considerably disadvantaged as they would need to drive some considerable distance to the other streets in Zone BF and walk through unlit and unsurfaced alleyways at risk of injury or worse to navigate between Park lane and the other Roads in the scheme. I also object to the charge associated with the first permit, many other large cities do not charge for the first permit.

### PCC response:

The results of the survey can be viewed on Portsmouth City Council's website here: <https://www.portsmouth.gov.uk/ext/community-and-environment/community/parking-survey-results.aspx> (top entry)

The subsequent report that led to the formal consultation on a proposed parking zone can be viewed here: <http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MIId=3490&Ver=4>

Whether or not the parking zone is approved will largely depend on what residents tell us in response to the consultation. The responses will be included in the subsequent report, to inform the decisions to be made. As you have responded to the proposal, you will automatically be kept updated of its progress, have access to the report and the opportunity to attend the public decision meeting where the results of the consultation will be considered. Whilst there is no vehicular access between Albert Road and Park Lane, residents would continue to be able to park in Park Lane or Dean Road (and vice versa) if needed, and walk through to their homes as they do now. Parking zone boundaries can be adjusted, and should further zones be implemented that would better serve Park Lane residents it would be possible to propose a change to the boundary. Until recently, Portsmouth was the only local authority in the south of England that did not charge for the first Resident permit with the exception of Reading, where the second permit costs £80. The following information is from 2014, and permit prices have increased since:

### **Local Authorities in the South of England**

| Council              | Annual Permit Costs |
|----------------------|---------------------|
|                      | First permit        |
| Basingstoke & Deane  | £24                 |
| Bath & NE Somerset   | £30-£93             |
| Brighton & Hove      | £80 - £115          |
| Bristol              | £30                 |
| Canterbury           | £125                |
| Chichester           | £35-£160            |
| Christchurch         | £35-£60             |
| Dorset               | £65                 |
| Dover                | £35-£75             |
| Hastings             | £75                 |
| Havant / Petersfield | £25                 |
| Herne Bay, Kent      | £50                 |
| Poole                | £46                 |
| Southampton          | £30-£100            |
| Test Valley          | £15                 |
| Weymouth             | £70                 |
| Winchester           | £22                 |

### 17. Resident, Park Lane

While we welcome the proposal to assign residents' parking places and waiting restrictions in the BF Park Lane Area we have a number of concerns with the proposed scheme. In the comments made below, comparisons are made with a similar scheme currently in operation adjacent to the BF Park Lane Area, north of Havant Road, e.g. in St John's Road, and which will be referred to as "Scheme A". We propose that the conditions under which Scheme A operates be applied to the BF Park Lane Area.

The proposed scheme intends to levy residents charges for permits. This is unfair to residents, who should be entitled to park outside or nearby their properties without charge. Scheme A does not charge residents for the first permit, and this should be the case with the proposed scheme, since it otherwise treats Portsmouth residents differently, depending on where they live, and this is discriminatory.

Residents who have a dropped kerb outside their property will not be required to pay for a parking permit. Charging residents for a parking permit will encourage the paving over of front gardens to provide off-street parking. This will increase the amount of rainwater run-off that the city's drainage system will have to cope with, with attendant costs to the infrastructure needed to support it. In addition, any increase in the number of dropped kerbs will reduce the number of authorised parking bays.

The proposal is that authorised parking bays would be in operation seven days a week. The residents' survey carried out prior to the proposal showed that 57% of residents attributed the parking problems mainly to commuter parking and shopper/customer parking. This does not support extension of the parking restrictions to the weekends, which are outside normal working hours. In Scheme A restrictions do not apply at weekends.

A one-hour limit to free parking means that residents' visitors cannot park without charge if their visit extends beyond one hour, which is an unreasonably short time. Furthermore, under the current proposal, this would apply also to weekends, when visits to residents' properties are likely to be longer than during the week. Extending the limit to two hours would not increase parking by non-residents, and is the time limit that applies in Scheme A.

In summary, we would like to see the following changes made to the parking restriction proposals:

No charge be levied on the first parking permit for residents.

The scheme to operate for five days a week, Monday to Friday, 8AM to 6PM, with no restrictions over the weekend.

Free parking for non-permit holders be extended from one hour to two hours.

These changes would bring the scheme into line with that operating north of Havant Road and immediately adjacent to the BF Park Lane Area.

#### PCC response:

· The 2015/2016 budget set in December 2014 reintroduced a charge for the first Resident permit (£30), so that where there is a cost to the council for providing a service (not covered by Council Tax) a charge is made to cover those costs. This policy aims to ensure that the net costs of

implementing and operating parking schemes are funded from the income generated, and applies to all 32 parking zones now operating across the city. However, as the charge was introduced in October 2015 and is payable on the renewal of the permit, it will be the end of September 2016 before all residents have paid for the first permit.

- Following the above decision, residents of the (then) 35 parking zones were given the opportunity to say whether or not they wished their parking zone to continue, in light of the £30 charge for the first Resident permit. This delayed the introduction of the charge from April 2015 to October 2015.

- At the same time, residents were advised that each remaining parking zone would be reviewed so that they operate as effectively and efficiently as possible. The BC East Cosham zone (referred to as Scheme A in your email) is programmed for review next year, and the 2-hour free parking period may be reduced to 1 hour or less. Parking zones such as the one adjacent to Commercial Road and the one in Old Portsmouth were originally introduced with a 2-hour free parking period, at residents' requests. However, residents reported during the survey that 2 hours is sufficient time for shoppers, appointments and visitors to Gunwharf Quays, who take advantage of the free parking as their first choice, leaving residents either using the Pay & Display or being unable to park near their houses. Other parking zones have between 1 - 3 hours' free parking, and some operate as 'permit holders only'.

- Dropped kerbs provide vehicular access, but cannot be obstructed by their owners, so many residents choose to park 1 vehicle on their driveway and the other in front of the access. Whether they do this or just park in front of the dropped kerb, it means they don't take up one of the marked bays available. There are strict criteria for applying for new dropped kerbs and creating off-road parking, and drainage is a key consideration that can lead to the refusal of applications. In Albert Road, Dean Road and Pervin Road the properties that do not already have off-road parking are either flat-fronted to the footway or have a small forecourt and would not be able to accommodate a vehicle. Within parking zones, the requirement for permits and/or the costs involves encourages many residents to use their existing garages and driveways rather than just park on the road. **Update: as the recommendation is that the parking bays are not marked out, a permit will be required to be displayed (or authorised electronically) when parking on the public roads within the BF zone - including in front of dropped kerbs.**

- The parking zone is proposed to operate 7 days a week, but that could be reduced to weekdays only depending on how residents respond to the consultation. The initial proposal is based on the concerns of residents regarding High Street employees, shoppers and other customers parking in the residential roads, and weekends can be busier in terms of these.

#### Further response from resident

While we are pleased to learn that all residents in areas affected by parking restrictions are to be treated equally with regard to the cost of a permit, we still believe that Portsmouth residents should be able to park near their homes without having to pay for the privilege, and regardless of whether or not there are any parking restrictions in their area. The cost of this should be subsumed into the council tax set for the city. We pointed out that the one-hour limit, together with the operation of the scheme on weekends, was detrimental to social visits to residents. A two-hour limit would go some way towards addressing this issue, together with the lifting of restrictions on the weekend. We don't believe that a reduction from a two-hour limit to a one-hour limit would lead to less non-residential parking. It would not affect office and shop workers in and near Cosham High Street, nor those working at QA, since these clearly need parking in

excess of the proposed two hours. From the council's perspective would not a one-hour limit need substantially more resourcing (e.g. the return of a traffic warden twice as often to enforce the restriction)?

Our experience is that non-residential parking is considerably lighter on Sundays, and this can be attributed to there being fewer and no large shops being open on that day in the area. We concede, though, that parking difficulties on a Saturday are similar to week-days. These considerations lead us to suggest a two-hour restriction be applied, Monday to Saturday, 8AM to 6PM. A final point: would restrictions apply to tradesmen visiting residents to carry out work?

PCC response:

Visitor permits come in the form of scratch cards, which can be purchased by residents for use in all visitors' vehicles. This includes tradesmen and other professional visitors.

### **18. Resident, Park Lane**

As a local resident who will be affected by the proposed parking order, I would like clarification on the implications for residents who have a dropped curb in front of their property and associated off-street parking. For example, if a resident parks across the dropped curb in front of their residence be required to display a resident's parking permit?

PCC response:

In answer to your query, no, residents are not required to display a permit when parking in front of their dropped kerb. Residents' visitors can also park there with the resident's permission. Permits should be displayed (or authorised electronically) when using the marked parking bays. Should a vehicle park in front of your dropped kerb and obstruct access, either now or with a parking zone in place, please contact the Traffic Management Centre for assistance on 023 9268 8290. The nearest enforcement officer will be able to attend.

**Update: as the recommendation is that the parking bays are not marked out, a permit will be required to be displayed (or authorised electronically) when parking on the public roads within the BF zone - including in front of dropped kerbs.**

### **19. Resident, Pervin Road**

As a resident of Pervin Road Cosham I am so very happy about the proposal for Residents Parking Places. The parking situation in our street during the working week is just awful. My husband walks the dog in the morning and he counted the other morning by the time he had walked the dog round the block 5 cars had already parked to leave their cars there whilst they went to work. Most of these drivers work at QA Hospital so they park their cars in our street from 7 till 5 or 6. This is very annoying because I finish work at 4 and have no chance of parking in my street so often end up trying to find a space in other streets only to be able to park my car in my street at 6. If I finish work at lunchtime and do my food shopping I have to park my car outside my house in the middle of the road carry shopping into the house and then try and park my car. On one occasion there was just nowhere to park in my street or Albert Road and Dean Road so I had to park in the car park at the top of Pervin Road and pay! The parking situation has got worse in Pervin Road over the past 26 years. QA Hospital has a park & ride which is offered to their staff so why are they using our streets to park? They are very inconsiderate and what annoys the residents in our street even more is the attitude of these personnel who give us dirty looks. So as you can see this proposal is very welcomed indeed.

**20. Resident, Pervin Road**

I am writing to give my support for the proposed residents parking scheme for bf zone . As a resident of Pervin Road I find parking a huge problem due to local workers and hospital workers parking here. We also have a lot of large vans from sse and others parking overnight. We have been trying to get residents parking for some time so this cannot happen soon enough in my opinion.

**21. Resident, Pervin Road**

As a resident of Pervin Rd you have my absolute support in the addition to resident parking bays in the proposed BF Park Lane Area. In the past we have put up with abuse, damaged vehicles, and people driving too quickly up and down the street all so they can get a free parking space. They normally start hovering around about 7 in the morning and by the time the kids have left for school the entire street is filled up. Looking forward to being able to park in my own street for a change!

**22. Resident, Pervin Road**

As a resident of Pervin Road Cosham for the last 10 years, I hope these restrictions will be put into place. It is becoming more and more difficult to park, and residents sometimes cannot get parked in Pervin, Dean or Albert Road which then means parking right out of the area. I look forward to these proposals being confirmed.

**23. Resident, Pervin Road**

I would like to support the parking zone proposal. Having lived in Pervin Road for a few years now I can only say it has only got worse as time has gone by, especially when the car park behind Iceland became a pay and display one. Of the neighbours I have spoken to, I have only heard support for the idea. With a lot of NHS staff and Cosham high street staff parking here all day, it is a nightmare to find a space if you pop out somewhere. And with the shoppers coming and going all day, many a time I have not taken my car as I know I probably won't be able to park when I return. I think the local traders will find an increase in sales when the zone comes in, as the workers cars won't be there. The transport links to Cosham area excellent, even a park and ride for NHS staff. I have no objection to people being able to park for an hour whilst they do their shopping, as I said it will be good for the local traders.

**24. Resident, Pervin Road**

I live at pervin road and the need for residents parking is required because if on a weekday or Saturday there no spaces available between 8.00 am and 6.00pm so I would say yes.

**25. Resident, Pervin Road**

I am writing to express my support for the BF Park Lane Area parking permit proposal. I live in Pervin Road and we have huge difficulties with parking. In particular during the day (08:30-17:30) where people park down our road for the entire day whilst they go to work at QA hospital or in Cosham High Street. This problem seems to have gotten worse. I have found myself waiting in the road for someone to return to their vehicle so I can park 3 times in the last week alone. I have a young baby and walking long distances to park is extremely difficult. I have even had to pay to park in the car park at the top of the road which is totally unacceptable. I am hoping that this parking scheme will ensure fair parking opportunities for residents and reduce the number of business vehicles and long-stay parking of those working in the area.

**26. Resident, Pervin Road**

I would strongly agree with having residential permit parking. The amount of QA employees who park in our street from seven in the morning till five or six in the evening is very annoying. QA provide a park and ride scheme and a car park and still people don't use them. I have spoken to my neighbours and they totally agree with this and support your proposal.

**27. Resident, Pervin Road**

I live in Pervin Road and, as I understand it, non permit holders would be allowed to park in the road between 8a.m. and 6p.m. for one hour. Now, it takes two minutes to walk from my house to the High Street, therefore a shopper could have 50 plus minutes to shop before returning to the car. The status quo is that around 7.30 a.m. onwards, hospital and some shop workers come and park here and go off to work. Their cars sit quietly until retrieved in the afternoon. Your plan means that these workers can no longer park here, so, instead of their cars sitting here quietly all day, we are going to have shoppers coming and going all day, looking for parking spaces. Knowing people as I do, they will seek out the one hour free parking spaces, rather than pay their 70p in the car park. I realize that you are only trying to help residents with cars, who can't park, but I hope you will take notice of my point about one hour parking being far too long, considering our proximity to the High Street. As it stands, I think the plan will only exacerbate the amount of traffic and turning that we get in this cul-de-sac.

PCC response:

The 1-hour free parking period is designed for residents' visitors - without it, residents would have to purchase and use permits for every visitor. From experience of the other parking zones in operation, this flexibility is likely to be valued more highly than potential additional traffic movements. Residents have requested restricted parking due to the all-day parking by non-residents such as employees of the High Street and QA hospital. Their vehicles' non-movement is the main concern reported by residents, which affects the ability of many to park near their homes and go about their daily business, to park on their return after 5pm etc.

**28. Business, High Street**

As a business on the High Street yet more restrictions on time will reduce the footfall to the local area again, since the 1 hour restricted free parking we have seen a downturn in our business as people don't have time to wander, browse or have a coffee. Death to the local shops. During the day residents are at work. It's at night where the problem lies too many cars per household. Why do businesses have to pay more for parking permits? These roads are the only non-restricted areas to park for users of the high street including my employee who works when public transport is unavailable. Most of Albert Road has its own parking as well as drives or flats. If the councillor was not on the committee would this be going though? Residents parking permits do not work. Way of collecting money

**29. Business, High Street (same text as above, different email address)**

As a business on the High Street yet more restrictions on time will reduce the footfall to the local area again, since the 1 hour restricted free parking we have seen a downturn in our business as people don't have time to wander, browse or have a coffee. Death to the local shops. During the day residents are at work. It's at night where the problem lies too many cars per household. Why do businesses have to pay more for parking permits? These roads are the only non-restricted areas to park for users of the high street including my employee who works when public transport

is unavailable. Most of Albert Road has its own parking as well as drives or flats. If the councillor was not on the committee would this be going though? Residents parking permits do not work.  
Way of collecting money

### 30. Resident, High Street

I live in Cosham High Street and I normally park my one vehicle in either of the roads listed in the BF Zone as the parking allocation for the premises belongs to the shop. I have some concerns / observations that I would like to be addressed.

1. If the proposal goes ahead can I get a refund for the permit if I decide to leave my property?
2. How is a 1 hour parking time going to work when you hardly see any traffic wardens patrolling the area? It's a lot of work for a traffic warden to walk down the above roads key in car details and return in time to check if vehicles have left the area!

I can understand partly why this has been raised as doing shift work of days and nights I've returned home in the morning and seen hospital staff park their vehicles for the day. Having said that I suppose it's better than putting parking meters along the street and driving shoppers away just like Northend shopping area. You mentioned about temporary parking vouchers for visitors, where will they be able to purchase this? Or residents be able to purchase this? If the proposal goes ahead when will this likely to be enforced and I take it residents will be notified in plenty of time to purchased a permit and supply the relevant documentation! I suppose a question should be raised why isn't the 1st permit free for the householder? Why do motorcycles get away with the free parking? They also pay a road vehicle license and will take up a parking spot as no motorcycle bays are provided for them.

#### PCC response:

1. Yes, refunds are provided for permits that are no longer required, on a pro rata basis (i.e. per complete month remaining).
2. The enforcement officers currently enforce all parking zones in the city, and those with a 1-hour free parking period or under are more efficient to enforce and therefore more effective. If you require details of PCNs issued in a particular road, please email [parking@portsmouthcc.gov.uk](mailto:parking@portsmouthcc.gov.uk) for the details. Patrols are prioritised on locations of low compliance, with visits increased where higher levels of contravention are reported/identified.
3. Visitor permits (scratch cards) are available by post, telephone and in certain outlets throughout the city. Visitor parking can also be arranged electronically over the phone via card payment - once registered, visiting vehicles can be authorised with a phone call. Otherwise, the scratch cards can be kept indefinitely and validated when needed.
4. At this stage it is not known whether or not the proposal will be approved; the consultation responses are still being collated for the report. If approved in September, then potentially the zone could be introduced in November, with permit application letters sent to all residents approximately 1 month before the restrictions come into effect.
5. When parking zones were first introduced in 1999 the first permit cost £25 per year. This charge was removed in 2002 and Residents' Parking zones were subsidised with public funds until November 2015, when the decision was taken to reintroduce the charge so that parking zones pay for themselves. Between 2012 and recently, Residents' Parking was on hold, which has resulted in a backlog of requests and a delay in surveying your area.

6. Motorcycles currently do not pay within Pay & Display areas or parking zones. Historically this has been the case because they take up less space and have nowhere to display permits or tickets. With the increase in electronic payments, this may change in the future.

### 31. Resident, Mulberry Lane

We have learned with much apprehension of the proposed residents parking scheme in Cosham, covering Albert Road, Magdala Road and Park Lane. Like the adjacent Park Lane, Mulberry Lane is a narrow Road that only allows for parking on one side. We fear that the proposal will encourage even greater congestion than Mulberry Lane currently experiences, which regularly results in illegal parking on pavements and leads to obstructions for larger vehicles using the road. These problems are particularly associated with staff from QA Hospital parking on an all-day basis, shoppers from Cosham High Street choosing to avoid the pay car park, and staff and parents from the nearby Court Lane School. During the past few months there have been several accidents caused by these issues. We fear that the proposal as it stands may have an adverse effect on Mulberry Lane, and we therefore urge that this road should also be included in the scheme.

#### PCC response:

The parking zone is proposed to operate between 8am-6pm. The 4 roads included are highlighted on the plan below, which is where residents have been petitioning for permit parking for many years. No requests have been received from Lindisfarne Close, Mulberry Lane, Magdala Road, Dorking Crescent or Salisbury Road, and therefore they have not been included at this stage.



### 32. Resident, Lindisfarne Close (outside of proposed zone)

I am extremely concerned and unhappy about the proposed RESIDENTS PARKING PLACES in respect of Park Lane. Being a resident of Lindisfarne Close, we are already suffering with excessive parking by residents of Park Lane and also used by nurses whom I presume work at QA Hospital. We suffer with works pick up vehicles parking here and at times blocking the road as they are parked either side of the road, making it impossible for a fire engine to go up the close if at all necessary. Lindisfarne Close has only 1 inadequate pavement to the right side of the road, behind residential houses. Parking is already restricted here and in places cars are parked on the single pavement making it impossible to use the pavement. Being disabled I use a mobility scooter and have no choice but to use the road as the pavement does not have suitable dropped kerbs. I am sure that the proposed prohibitions would only make the road more congested. Bearing in mind that this is an estate with a large number of children I am concerned for their safety as well as my

own. I am quite sure that a lot of the residents of Park Lane would not be willing to pay to park in front of their properties, and there are many cars parked there during the day.

### **33. Resident, Lindisfarne Close (outside of proposed zone)**

I would like to object to the parking not to go ahead. Living in Lindisfarne close myself all this will do is make everyone who had to pay and people from the QA hospital that currently park in these area all start parking more into Lindisfarne Close instead were it is already a problem with cars parking on pavements and on drop curbs. Please do not go ahead with this idea, or if you do then include Lindisfarne Close into this so that it will stop them parking here also.

### **34. Road not specified**

I object to the proposed TRO-47-2016. There are no proposed measures or plan to accommodate non residential vehicles in the area. If the proposed changes are to reduce the perceived commuter / shopper parking in residential area (this is not against the law) then where is the plan for site of new car park to accommodate these vehicles. It appears that TRO-47-2016 is based on the perceived view of 71 residents who returned the survey. The views of the 496 households (80% non responders to survey) are not known. Please can you confirm that the results of the objections and support for TRO-47-2016 will be available. It is important that this is a transparent process which is fully auditable. Please can you also let me know where to view the full survey results not just the highlighted summary presented in the report?

#### PCC response:

Parking zones aim to improve parking opportunities for residents who have highlighted parking problems caused by non-residents. The survey carried out recently was delayed from 2012, when parking zones were put on hold due to funding constraints - Cosham was included in the survey programme following petitions signed by 108 residents of Albert Rd, Dean Rd, Pervin Rd and Park Lane. No assumptions can be made regarding households that do not respond either to a survey or public consultation.

Parking zones have the effect of encouraging people to consider how they travel to work, and to make more use of alternatives available to single-occupancy car journeys and/or free all day parking in residential streets. The QA hospital, for example, has a number of measures in place to cater for staff parking, but some will always choose a free option if available. Other local employees may consider using the nearby railway, bus services, car-sharing or even cycling.

The results of the Cosham survey can be viewed on Portsmouth City Council's website here: <https://www.portsmouth.gov.uk/ext/community-and-environment/community/parking-survey-results.aspx> (top entry).

*(End of report)*

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# Equality Impact Assessment

Preliminary assessment form v5 / 2013

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

**Directorate:**

Director of Transport, environment & business support

**Function e.g. HR,  
IS, carers:**

Traffic and Transportation

**Title of policy, service, function, project or strategy (new or old) :**

Residents' Parking Zone, Cosham (Albert Road, Dean Road, Pervin Road, Park Lane). Permit holders only with 1 hour's free parking for non-permit holders.

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed

### Q1 - What is the aim of your policy, service, function, project or strategy?

To give priority over on-street parking to residents and their visitors by preventing long-term parking by commuters and local employees etc.

### Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

Benefit: Residents and their visitors (including friends, family, carers and health workers). Businesses in terms of short-term parking for customers. Blue Badge holders are exempt from the restriction and could benefit from being able to park closer to their destination when visiting the High Street area.

Commuters and local employees could be encouraged to find alternative parking (not in residential streets) or to consider alternative, more sustainable, modes of transport such as cycling, walking, public transport or car-sharing.

### Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

| Group                   | Negative                 | Positive / no impact                | Unclear                  |
|-------------------------|--------------------------|-------------------------------------|--------------------------|
| Age                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other excluded groups   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "negative" or "unclear" consider doing a full EIA

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?**

| Group                  | Yes                              | No                    | Unclear                          |
|------------------------|----------------------------------|-----------------------|----------------------------------|
| Age                    | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Disability             | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/>            |
| Race                   | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |
| Gender                 | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |
| Transgender            | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |
| Sexual orientation     | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |
| Religion or belief     | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |
| Pregnancy or maternity | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |
| Other excluded groups  | <input type="radio"/>            | <input type="radio"/> | <input checked="" type="radio"/> |

If the answer is "no" or "unclear" consider doing a full EIA

**Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?**

| Group              | Yes                              | No                               | Unclear               |
|--------------------|----------------------------------|----------------------------------|-----------------------|
| Age                | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> |
| Disability         | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/> |
| Race               | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> |
| Gender             | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> |
| Transgender        | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> |
| Sexual orientation | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> |
| Religion or belief | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/> |

Pregnancy and maternity

Other excluded groups

If the answer is "no" or "unclear" consider doing a full EIA

**Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?**

yes  No

**Q7 - How have you come to this decision?**

Improving parking availability for Blue Badge holders, pregnant women, residents with disabilities, older residents and those who care for them is a positive outcome of parking zones. Permit parking does not discriminate between motorists in terms of race, gender, transgender, sexual orientation, religion or belief or other excluded groups.

The survey carried out in January 2016 showed 37 residents in favour of permit parking and 5 against. The results can be viewed on PCC's website here: <https://www.portsmouth.gov.uk/ext/documents-external/par-cosham-rp-survey-results-jan16.pdf>

The results led to consultation taking place on a designed scheme, and again more residents were in favour than objected (17 - 11), leading to the recommendation to approve the scheme. The full responses are included in Appendix A of the report to the Traffic & Transportation Cabinet Member <http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MIId=3507&Ver=4>

Residents of all ages and abilities feel permit parking would enable them to park nearer to their homes, by preventing parking by non-residents such as commuters on a long-term basis. Residents requiring carers have been reassured that permits are available should any carers not already have them.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help  
Tel: 023 9283 4789 or email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**Q8 - Who was involved in the EIA?**

Nikki Musson, Transport Planning team

This EIA has been approved by: Gina Perryman

Contact number: 4789

**Date:**

September 2016

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

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# Agenda Item 6



**Title of meeting:** Cabinet Member for Traffic & Transportation Decision Meeting

**Date of meeting:** 29<sup>th</sup> September 2016

**Subject:** Charges for third Permits in residents parking zones

**Report by:** Alan Cufley, Director of Transport, Environment and Business Support

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1 The purpose of this report is to seek approval to increase the charges for the third permits (Resident and Business permits) within residents' parking zones.

## 2. Recommendations

### 2.1 It is recommended that the Cabinet Member for Traffic and Transportation:

approves an increase in the charges for the third Resident and Business permits per household/business, from £120 to £510 and £360 to £510 respectively from the 1<sup>st</sup> January 2017.

## 3. Background

- 3.1 Parking zones have been the most successful in areas where external factors influence the available parking - such as tourists/visitors, commuters, shoppers, local employees, close proximity to a ferry port, transport hub or hospital. However, many zones continue to experience higher levels of residential and business parking, affecting their overall performance.
- 3.2 Residents are automatically entitled to up to two permits per address. A third permit is issued if the data shows that the parking zone has the capacity to accommodate additional permits, and therefore the ability of those with first and second permits to find a parking place is unlikely to be significantly affected.
- 3.3 Business permits are not limited in numbers per business, and rely on the cost to encourage consideration of alternative methods of travel (particularly by employees).
- 3.4 Currently 139 third permits are sold to residents and 85 to businesses across the 32 residents' parking zones.

3.5 With increasing pressure on residents' parking zones this number is not sustainable in the longer term as it reduces the overall capacity within the zones.

#### **4. Reasons for recommendations**

4.1 The council is committed to improving the operation of its parking zones and influencing attitudes towards vehicle use in order to promote sustainable transport.

4.2 The increased charge for a third Resident permit aims to influence behaviour, to encourage residents to fully consider if an additional vehicle is necessary, and to reduce the number of households with multiple vehicles in the long term.

4.3 Consideration has been given to the risk of the increased charges displacing vehicles into the unrestricted streets adjoining RPZs. However, given the low numbers of third permits issued each year, the impact is expected to be minimal.

4.4 The increased charge for the third Business permit aims to encourage businesses to consider the impact of allowing multiple vehicles to use the limited public space available. In addition, employees are more likely to consider alternative methods of commuting such as public transport, cycling, car-sharing or walking if the cost of parking increases.

4.5 Efforts to deter vehicle use within residents' parking zones aim to meet the expectations of the majority of residents, in that parking availability will improve with a zone in place and that the Council promotes 'reasonable' use of the public roads.

#### **5. Equality impact assessment (EIA)**

5.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

#### **6. Legal Implications**

6.1 Under section 46 of the Road Traffic Regulation Act 1984 the local highway authority may by order impose charges for on-street parking at all times or for specified times only at such parking places as are designated by such order. The times and amounts of any charges imposed by such designation orders may be subsequently varied under the provisions of section 46A of the Act

- 6.2 Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulation 2006 of any variation of the charges or to the times that such charges shall apply and undergoing public consultation on the proposed charges. The notice must give a date not less than 3 weeks from the date of the notice for members of the public to register their support of or objections to the proposal or make any other comment. In the event of objection being received the matter shall be referred to the appropriate executive member who shall decide whether, in the light of the results of the public consultation, the change should or should not be implemented
- 6.3 Guidelines issued by the government provide that the setting of charges for parking on-street or off-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy
- 6.4 When setting charges, authorities should consider the following factors:
- parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example, in town centres;
  - charges can reflect the value of kerb-space, encouraging all but short-term parking to take place in nearby off-street car parks where available. This implies a hierarchy of charges within a local authority area, so that charges at a prime parking space in a busy town centre would normally be higher than those either at nearby off-street car parks or at designated places in more distant residential areas. Such hierarchies should be as simple as practicable and applied consistently so that charge levels are readily understandable and acceptable to both regular and occasional users;
  - charges should be set at levels that encourage compliance with parking restrictions. If charges are set too high they could encourage drivers to risk non-compliance or to park in unsuitable areas, possibly in contravention of parking restrictions. In certain cases they could encourage motorists to park in a neighbouring local authority area which may not have the capacity to handle the extra vehicles. In commercial districts this may have a negative impact on business in the area; and
  - if on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off-street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.

**7. Finance Comments**

- 7.1 Although the impact of the proposed recommendation in this report cannot be forecast with any certainty, the proposal to increase charges could result in a reduction in the number of 3rd permits in issue and therefore a reduction in the overall level of income received.
- 7.2 It should be noted that any resulting loss of income will be managed from within the existing on street parking revenue budget.

.....  
Signed by:  
Alan Cufley,  
Director of Transport, Environment and Business Support

**Appendices:**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
| NIL               |          |
|                   |          |
|                   |          |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Fleming,  
Cabinet Member for Traffic and Transportation

# Equality Impact Assessment

Preliminary assessment form v5 / 2013

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

TEBS

Function e.g. HR,  
IS, carers:

Parking

Title of policy, service, function, project or strategy (new or old) :

Increase in charge for third Residents Parking Zone (RPZ) permit.

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- ★ Changed

**Q1 - What is the aim of your policy, service, function, project or strategy?**

Increase in charge for the third Resident and Business permits per household/business, from £120 to £510 and £360 to £510 respectively from the 1st January 2017.

**Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?**

The policy will provide benefit to the people of Portsmouth overall through supporting sustainable transport options. More sustainable transport results in lower levels of congestion, improved air quality, lower noise levels and overall health benefits.

**Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?**

| Group                   | Negative                 | Positive / no impact                | Unclear                  |
|-------------------------|--------------------------|-------------------------------------|--------------------------|
| Age                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other excluded groups   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "negative" or "unclear" consider doing a full EIA

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?**

| Group                  | Yes                      | No                                  | Unclear                  |
|------------------------|--------------------------|-------------------------------------|--------------------------|
| Age                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy or maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other excluded groups  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "no" or "unclear" consider doing a full EIA

**Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?**

| Group              | Yes                      | No                                  | Unclear                  |
|--------------------|--------------------------|-------------------------------------|--------------------------|
| Age                | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability         | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race               | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender        | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Pregnancy and maternity

Other excluded groups

If the answer is "no" or "unclear" consider doing a full EIA

**Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?**

yes

No

**Q7 - How have you come to this decision?**

This is not a new charge but an increase in an existing charge. The increased charge for a third Resident permit aims to influence behaviour, to encourage residents to fully consider if an additional vehicle is necessary, and to reduce the number of households with multiple vehicles in the long term.

Consideration was given to the risk of the increased charges displacing vehicles into the unrestricted streets adjoining RPZs. However, given the low numbers of third permits issued each year, the impact is expected to be minimal.

The increased charge for the third Business permit aims to encourage businesses to consider the impact of allowing multiple vehicles to use the limited public space available. In addition, employees are more likely to consider alternative methods of commuting such as public transport, cycling, car-sharing or walking if the cost of parking increases.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help  
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

**Q8 - Who was involved in the EIA?**

M Robinson

This EIA has been approved by: Martin Lavers

Contact number:

1534

Date:

September 2016

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

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|                               |  |
|-------------------------------|--|
| <b>Title of meeting:</b>      | Cabinet Meeting for Traffic and Transportation Decision Meeting                                  |
| <b>Date of meeting:</b>       | 29 <sup>th</sup> September 2016  |
| <b>Subject:</b>               | A2047 Corridor (Fratton Road, Kingston Road and London Road) Junction Treatments - Raised Tables |
| <b>Report by:</b>             | Alan Cufley, Director of Transport, Environment and Business Support                             |
| <b>Wards affected:</b>        | Hilsea, Nelson, Fratton, Charles Dickens   |
| <b>Key decision:</b>          | No   |
| <b>Full Council decision:</b> | No   |

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## 1. Purpose of report

- 1.1. To consider responses to the public consultation on proposals to implement traffic calming on the following A2047 (Fratton Road, Kingston Road and London Road) corridor junctions: Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.

## 2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
  - (1) approves the implementation of raised tables at the A2047 Corridor Junctions with Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.

## 3. Background

- 3.1. Following a request from the local ward councillors and residents concerned about cycle safety, a consultation was undertaken with residents on the introduction of traffic calming on the following A2047 (Fratton Road, Kingston Road and London Road) corridor junctions: Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road. These junctions form part of a wider scheme (12 junctions in total detailed in Appendices 1&2) along the route. The other junctions utilise surfacing and lining treatments only and therefore formal consultation is not necessary.
- 3.2. The A2047 corridor is currently the highest casualty route for cyclists in Portsmouth. During the 5 year period 2011 to 2015 there have been 103 (25 serious) cycle collisions. This equates to an average of 38 collisions per mile which is 3.5 times greater than the average 11 cycle collisions per mile for the rest of Portsmouth's 30mph road network.

- 3.3. Of the 103 cycle collisions in 2015, 76% occurred at junctions. The four A2047 corridor junctions (Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road) experience high volumes of non-residential traffic, increasing the risk to cyclists. Implementing raised tables at these junctions will act as a deterrent to vehicles using the residential roads instead of the strategic road network, and will slow vehicles entering the junctions.

#### 4. **Reasons for recommendations**

- 4.1. Implementing raised tables within the A2047 junctions with Washington Road, Clyde Bank Road, Powerscourt Road, Stamford Street and Queens Road, received the majority of votes from those residents that participated within the consultation.
- 4.2. The combination of surfacing, lining and the implementation of traffic calming methods within the junctions will seek to increase road safety through reduced speeds and promote better traffic discipline to provide a safer environment for all road users.

#### 5. **Consultation**

- 5.1 A postal consultation was carried out with residents within the affected areas during March 2016. The results were as follows:

##### **Clydebank & Powerscourt**

From the 199 households consulted 13 responses received (a return of 6%).  
The breakdown of the results is as follows:

- Yes, I would support proposed traffic calming & improvements - 12 responses  
(92%)  
No, I would not support proposed traffic calming & improvements - 1 response  
(8%)

##### **Queens Rd**

From the 87 households consulted, 6 responses received (a return of 7%). The  
breakdown of the results is as follows:

- Yes, I would support proposed traffic calming & improvements - 5 responses  
(83%)  
No, I would not support proposed traffic calming & improvements - 1 Response  
(17%)

##### **Stamford St**

From the 104 households consulted, 6 responses received (a return of 6%)

The breakdown of the results is as follows:

- Yes, I would support proposed traffic calming & improvements - 5 responses  
(83%)

No, I would not support proposed traffic calming & improvements -1 response  
(17%)

### **Washington Rd**

From the 75 households consulted, 18 responses received (a return of 24%)

The breakdown of the results is as follows:

Yes, I would support proposed traffic calming & improvements - 17 responses  
(94%)

No, I would not support proposed traffic calming & improvements -1 response  
(6%)

## **6. Equality Impact Assessment**

- 6.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

## **7. Legal implications**

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3 Any works that fall within the definition of traffic calming works must be carried out in accordance with The Highways (Traffic Calming) Regulations 1999 ("the Regulations").
- 7.4 Traffic calming works are defined as build-outs, chicanes, gateways, islands, overrun areas, pinch points or rumble devices. The proposed works would fall within this definition.
- 7.5 The local authority have a duty under the Regulations to consult with the following persons:

- (a) The Chief Officer of Police for the area which the proposed changes are situated;
- (b) people and organisations who are likely to be affected by the proposed changes; and
- (c) any other person likely to be affected by the traffic calming works.

7.6 Legal Services have been instructed that this Regulation has been suitably adhered to.

7.7 A Traffic Regulation Order (TRO) is not considered necessary in this instance on the following basis:

- (a) there will be no change to the speed limit; and
- (b) there will be no change to the direction of the traffic.

**8. Director of Finance's comments**

8.1 This scheme forms part of the Local Transport Plan and Road Safety capital scheme which was approved as part of the overall Capital Programme 2015/16 to 2020/21, by Full Council on 9th February 2016.

8.2 The Local Transport Plan and Road Safety capital scheme has a budget of £82,311 for A2047 Junction Cycle Treatments, and focuses on junction treatments along A2047 to improve cycle safety. The costs of implementing the recommendations contained within this report, are anticipated to be contained within that amount.

.....  
Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
| NIL               |          |
|                   |          |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....

Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation

Appendices:  
APPENDIX 1 - Locations of schemes  
APPENDIX 2 - Design of identified junctions  
APPENDIX 3 - Preliminary Equality Impact Assessment





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# Equality Impact Assessment

Preliminary assessment form v5 / 2013

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

**Directorate:**

Director of Transport, environment & business support

**Function e.g. HR,  
IS, carers:**

Road Safety & Active Travel

**Title of policy, service, function, project or strategy (new or old) :**

A2047 (London Rd/Kingston Rd/Fratton Rd) cycle junction improvements

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed

**Q1 - What is the aim of your policy, service, function, project or strategy?**

Following contact by Ward Councilors and local residents concerned about road safety and rat-running in their local area along with recorded high casualty levels for cyclists a scheme was put forward for consideration for Local Transport Plan funding. The aim of this scheme is to reduce cycle casualties by enhancing their visibility and safety at junctions which experience high levels of road related cycle incidents along the A2047. The scheme consists of a series of surface lining treatments at the below junctions:

- London Road/ Powerscourt Road
- London Road/Clydebank Road
- Fratton Road/Stamford Street
- London Road/Chichester Road
- Kingston Road /Washington Road
- Fratton Road/Penhale Road
- Fratton Road /Lucknow Street
- London Road /Queens Road
- London Road/Mayfield Road
- Fratton Road/Newcombe Road
- London Road/Laburnum Grove
- Fratton/Outside Halfords entrance (201-205)

In addition, the installation of raised tables at junctions (Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road) will slow speeds, deter rat-running and improve visibility for, and the presence of pedestrians and cyclists.

**Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?**

The scheme will benefit vulnerable road users by improving safety by lowering speed and discourage rat-running.

As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties. Whilst it is recognised that the installation of raised tables has been highlighted as a concern by disability groups due to the removal of kerb lines, the current high casualty rate (103 incidents between 2011 - 2015) is 3.8 times higher than the Portsmouth average for 30mph limit roads supporting the requirement to reduce speeds and traffic volumes in the area by these means.

**Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?**

| Group      | Negative                 | Positive / no impact                | Unclear                  |
|------------|--------------------------|-------------------------------------|--------------------------|
| Age        | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|                         |                          |                                     |                          |
|-------------------------|--------------------------|-------------------------------------|--------------------------|
| Transgender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other excluded groups   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "negative" or "unclear" consider doing a full EIA

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?**

| Group                  | Yes                                 | No                                  | Unclear                  |
|------------------------|-------------------------------------|-------------------------------------|--------------------------|
| Age                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Disability             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Race                   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                 | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy or maternity | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Other excluded groups  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "no" or "unclear" consider doing a full EIA

**Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?**

| Group | Yes                      | No                                  | Unclear                  |
|-------|--------------------------|-------------------------------------|--------------------------|
| Age   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|                         |                          |                                     |                          |
|-------------------------|--------------------------|-------------------------------------|--------------------------|
| Disability              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other excluded groups   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "no" or "unclear" consider doing a full EIA

**Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?**

yes  No

**Q7 - How have you come to this decision?**

A postal consultation has been undertaken with residents within the area to ask for their feedback and comments for consideration. 199 households were consulted on the raised table elements of the proposed scheme. The majority of responses were in favour of action being taken.

A report will be submitted to T&T in September where the recommendation will be made to implement the scheme based upon this consultation.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help  
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

**Q8 - Who was involved in the EIA?**

Oliver Willcocks - PCC Senior Road Safety Officer

This EIA has been approved by: Amber Kerens Bathmaker

**Contact number:**

**Date:**

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

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# Agenda Item 8



Portsmouth  
CITY COUNCIL

|                               |   |
|-------------------------------|---|
| <b>Title of meeting:</b>      | Cabinet Member for Traffic and Transportation                     |
| <b>Date of meeting:</b>       | 29 <sup>th</sup> September 2016                                   |
| <b>Subject:</b>               | Goldsmith Avenue Cycle Lane (TRO 11/2016)                         |
| <b>Report by:</b>             | Alan Cufley, Director of Transport Environment & Business Support |
| <b>Wards affected:</b>        | Central Southsea, Milton  |
| <b>Key decision:</b>          | No  |
| <b>Full Council decision:</b> | No  |

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## 1. Purpose of report

- 1.1 The purpose of this report is to review comments received in response to the TRO 11/2016. This order proposed the implementation of double yellow lines on the north side of Goldsmith Avenue, adjacent to the railway line opposite Francis Avenue to the pedestrian crossing west of Fratton Way. Removing the loading bays and the current unrestricted parking is also included in order to facilitate the introduction of a dedicated eastbound cycle lane

## 2. Recommendations

- 2.1 It is recommended that the Cabinet Member for Traffic and Transportation:  
approves the Goldsmith Avenue cycle lane as set out in TRO 11/2016.

## 3. Background

- 3.1 In 2015 a large Tesco superstore was constructed in Fratton Way (off Goldsmith Avenue). During the planning process, concerns were raised (regarding the safety of cyclists, due to the potential increase in traffic that the new store will bring. As part of the section 106 agreement with Tesco, funding has been provided towards the installation of the cycle lane.
- 3.2 Cycle casualty data shows Goldsmith Avenue has experienced 14 cycle road casualties in the period 2010 - 2015.
- 3.3 A report regarding Goldsmith Avenue cycle lane was taken to the Cabinet Member for Traffic and Transportation in March 2016. Approval was given to undertake a consultation via a Traffic Regulation Order for the change from unrestricted parking and marked loading bays to: Advisory cycle lane and no

waiting at any time (double yellow lines). This 21 day consultation closed on 30 June 2016.

#### 4. Consultation

4.1 The TRO was advertised for a 21 day period via yellow on-street notices displayed in Goldsmith Avenue (the affected location) and also in Francis Avenue, and a copy was published on Portsmouth City Council's website. These measures are in addition to the statutory requirement to publish a proposal notice in a local newspaper (The News). Users of the parking bays were provided with ample opportunities to comment.

4.2 A total of three responses were received in response to the consultation as shown in Table 1 below.

| Respondent                              | In support | Against | Comments  | Officer comments   |
|---|------------|---------|---|--|
| Local business                          |            | X       | I am emailing with reference to the above TRO 11/2016, we object because there are already plans to build flats with inadequate parking for them, and now you are proposing to add to the parking issues in the area. We are a business in this area, and there is already inadequate parking, we are in need of more parking, not more cycle lanes. This will affect us directly, as the proposed plans are directly outside our premises, on our side of the road. Please supply further information on what you are proposing. | Officers consider that the safety and accessibility benefits greatly outweigh the loss of non-residential parking.   |
| The committee of Portsmouth Cycle Forum | X          |         | The committee of Portsmouth Cycle Forum has asked me to comment on the above Traffic Regulation Order. We fully support the reallocation of road space on this busy thoroughfare to give greater priority to  | Officers note Portsmouth's Cycle Forum request regarding the design of the cycle lane. Any cycle lane implemented will be compliant with design guidance and the |



|          |  |   |   |   |
|----------|--|---|---|---|
|          |  |   | <p>travelling by bicycle. The use of a section of a major and congested A-Road for long-term vehicle parking has always been questionable and the arrival of Tesco Extra on Fratton Way has had notable impact on the local highways with much increased motor vehicle, pedestrian and cycle movements.</p> <p>We request that the width of the cycle lane should be at least 1.5 metres and preferably 2.0 metres. This should be easy to accommodate since the road space is currently used for long term vehicle parking, most of which occupy 2 - 2.5 metres of the carriageway.</p> <p>There is an omission from the plan and that is the section of Goldsmith Avenue between Fratton Way and Priory Crescent. Portsmouth Cycle Forum's vision "A City to Share" highlights the importance of East-West links and the lack of provision for them. We ask that the scheme is extended to include this section of highway.</p> | <p>specific details will be fully considered during the design stage.</p>   |
| Resident |  | X | <p>I wish to object to TRO 11/2016 as currently advertised.</p> <p>The loss of parking on the north side of Goldsmith Avenue will have a huge detrimental impact on residents in the streets in the surrounding area, particularly overnight when</p>   | <p>Officers consider that the safety and accessibility benefits greatly outweigh the loss of non-residential parking.</p> <p>The southern side footway is not suitable for a shared cycle path due to the</p> |

|  |  |  |   |
|--|--|--|---|
|  |  | <p>finding a space is practically impossible (I note that surveys have not been done late in the evening or through the night when the vast majority of people are home)</p> <p>There is however a simple way of adding a cycle lane to the north side of Goldsmith Avenue without losing the parking in the process.</p> <p>The pavement on the south side of Goldsmith Avenue is incredibly wide (much of it is between 3 and 4 metres wide) and could easily be 'split' for pedestrians and a cycle lane. By moving the cycle lane on the south side onto the pavement (as in other areas of the city) the road would be wide enough for 2 way traffic, a cycle lane (north side) and parking (north side by the pavement)</p> <p>As you can see, this would not reduce the width of any lane as the road is already split into 2 way traffic, a cycle lane (south side) and parking (north side by the pavement) but would avoid the backlash from a reduction in parking in the area.</p> | <p>number of crossover points, width for majority of the length and bus shelters.</p> <p>Current funding identified is through a planning agreement which specifies the exact location of the cycle lane; no additional funding is currently available.</p> |
|--|--|--|---|

Table 1

4.3 Two of the respondents objected to the proposals, both on the grounds of loss of car parking.

- 4.4 One of the respondents supported the proposal and commented that the proposed cycle lane should be of sufficient width and should be further extended.
- 4.5 It is considered by officers that the benefits of safety and accessibility greatly outweigh the impact of the loss of non-residential parking.
- 4.6 The cycle lane will be designed to be compliant with relevant guidance.
- 4.7 The funding identified for this scheme is a planning agreement which specifies the exact location of the cycle lane.

## **5. Reasons for recommendations**

- 5.1 Planning Policy PCS7 states that all developments within the City will be designed to be pedestrian and cycle friendly. Although this road does have existing advisory cycle lanes along a major part of the route, the existing section where parking is currently permitted results in the loss of a cycle lane.
- 5.2 The link to Fratton Railway Station has a high number of cycle casualties.
- 5.3 There are 9 schools in the immediate area, this combined with Portsmouth's current high child pedestrian and cycling road casualties on 30mph roads underline the need for safety schemes on such roads.
- 5.4 Officers consider that the safety and accessibility benefits greatly outweigh the impact of the loss of non-residential parking.

## **6. Equality Impact Assessment**

- 6.1 An Equality Impact Assessment is not required for this scheme as there is no negative impact on any equality groups as described in the Equality Act 2010.

## **7. Legal implications**

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 7.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If, as here, objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

**8. Director of Finance's comments**

- 8.1 This scheme is to be funded from Section 106 - Developers contributions, and is anticipated to be delivered from within with the budget of £40,000.

.....  
Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| <b>Title of document</b>   | <b>Location</b>                 |
|--|---------------------------------|
| 17 <sup>th</sup> March June 2016 Traffic and Transportation Report | PCC website/Democratic Services |
| TRO 11/2016  | PCC website/Democratic Services |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Fleming  
Cabinet Member for Traffic & Transportation

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# Agenda Item 9



Portsmouth  
CITY COUNCIL

|                               |  |
|-------------------------------|--|
| <b>Title of meeting:</b>      | Cabinet Meeting for Traffic and Transportation Decision Meeting      |
| <b>Date of meeting:</b>       | 29 <sup>th</sup> September 2016                                      |
| <b>Subject:</b>               | Montague Road Traffic Calming - Results of Public Consultation       |
| <b>Report by:</b>             | Alan Cufley, Director of Transport, Environment and Business Support |
| <b>Wards affected:</b>        | Hilsea Ward  |
| <b>Key decision:</b>          | No   |
| <b>Full Council decision:</b> | No   |

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## 1. Purpose of report

- 1.1. The purpose of this report is to consider responses to the public consultation on proposals to implement traffic calming within Montague Road.

## 2. Recommendations

- 2.1. **It is recommended that the Cabinet Member for Traffic and Transportation:**  
**(1) approves Option 1: to implement traffic calming by reducing the width of the carriageway to a single lane at both ends of Montague Road**

## 3. Background

- 3.1. In December 2014 residents were consulted regarding the proposed reversal of the existing one-way system in operation within Montague Road.
- 3.2. The postal consultation was carried out during December 2014 until 19 January 2015. From the 149 letters addressed to the residents we received 57 completed voting forms (a return of 38%). The breakdown of the results was that Option one - the existing layout of Montague Road remains unchanged (Traffic would continue to travel eastbound from its junction with London Road to its junction with Beresford Road) - received 38 votes from residents (67%) while Option two - consisting of the proposal to reverse the direction of the existing one-way system within Montague Road (Traffic would travel westbound from its junction with Beresford Road to its junction with London Road) - received 19 votes from residents (33% of returns). Option one received the majority of votes from those residents that participated within the consultation
- 3.3. This option was not supported by residents and was taken before the Cabinet Member for Traffic and Transportation on 05 February 2015 where the decision

was made that the existing road layout remain, as requested and supported by residents.

- 3.4. Montague Road is perceived by residents to have high levels of vehicular traffic due to the presence of a Tesco Express store on the southern side of the junction of London Road/Montague Road. Residents have complained to Councillors of Montague Road being utilised as a 'rat-run' by traffic wishing to utilise the store. Montague Road, along with surrounding residential roads within the vicinity, is part of the citywide 20mph speed limit which was implemented in October 2007.
- 3.5. Residents have also raised concerns regarding the number of vehicles that ignore the existing one-way system. This has been verified through a review of penalties issued within this area. The Parking Team conducted a review of the penalties issued within the vicinity of Montague Road from 01 January 2014 until 14 January 2015. For this time period records indicated that 296 penalty notices had been issued to vehicles within Montague Road that had illegally parked within the area. Residents observed that those vehicles that park illegally within Montague Road to utilise the existing facilities (local shops, cash point machines, etc.) tend to reverse or perform a three point turn to exit back on to London Road. This is in violation of the existing one-way system that operates in a north-eastern direction from the junction of London Road to its junction with Beresford Road.
- 3.6. Vehicles also park illegally within the entrance of Montague Road at the London Road junction, and consideration has been given to implementing measures to prevent this from happening. The proposed measures would make the parking self-enforcing at the junction and prevent vehicles from violating the existing one-way.
- 3.7. A further request was received from ward councillors asking for residents' views to be canvassed on the introduction of traffic calming within Montague Road. A postal consultation was carried out with residents of Montague Road and Beresford Road (from its junction with Kirby Road to its junction with Stubbington Avenue) from 17 May 2016 until 8<sup>th</sup> July 2016. The results were as follows:-

From the 181 letters addressed to residents we received 42 responses (a return of 23%). The breakdown of the results is as follows:

Option 1 - Implement traffic calming. To reduce the width of the carriageway to a single lane at both ends of Montague Road by allowing the footway to be built out, existing signs re-erected to make the restrictions more visible and bollards will be erected on the footway to prevent parking. - received 30 votes from residents (72% of returns);

Option 2 - That the existing layout of Montague Road remains unchanged - received 11 votes from residents (26%);

One resident responded to the consultation giving no preferred option and stated that the proposals did not affect them. (2%).

A spreadsheet of all responses received, along with comments has been attached to this report as APPENDIX 1.

#### 4. Reasons for recommendations

- 4.1. Option 1, to implement traffic calming by reducing the width of the carriageway to a single lane at both ends of Montague Road, received the majority of votes from those residents that participated within the consultation;
- 4.2. By retaining the existing one-way element of Montague Road, drivers familiar with the area will be less likely to violate the existing one-way Traffic Regulation Order. The proposed traffic calming will also make it more difficult for drivers ignore the one-way, encouraging adherence to the existing Traffic Regulation Order;
- 4.3. The proposed traffic calming will also remove the opportunity for vehicles to park illegally within the entrance of Montague Road at the junction of London Road. The measures would reduce the carriageway at this location to a single vehicle width making the parking restrictions self-enforcing and deterring/preventing vehicles from violating the existing one-way;

#### 5. Equality Impact Assessment

- 5.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

#### 6. Legal implications

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
  - (a) Securing the expeditious movement of traffic on the authority's road network;  
and
  - (b) Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 Any works that fall within the definition of traffic calming works must be carried out in accordance with The Highways (Traffic Calming) Regulations 1999 ("the Regulations")

- 6.4 Traffic calming works are defined as build-outs, chicanes, gateways, islands, overrun areas, pinch points or rumble devices. The proposed works would fall within this definition.
- 6.5 The local authority has a duty under the Regulations to consult with the following persons:
  - (a) The Chief Officer of Police for the area which the proposed changes are situated;
  - (b) People and organisations who are likely to be affected by the proposed changes; and
  - (c) Any other person likely to be affected by the traffic calming works.
- 6.6 Legal Services have been instructed that this Regulation has been suitably adhered to.
- 6.7 A Traffic Regulation Order (TRO) is not considered necessary in this instance on the following basis:
  - (a) There will be no change to the speed limit; and
  - (b) There will be no change to the direction of the traffic.

**7. Director of Finance's comments**

- 7.1 This scheme forms part of the Local Transport Plan and Road Safety capital scheme which was approved, as part of the overall Capital Programme 2015/16 to 2020/21 by Full Council, on 9th February 2016.
- 7.2 The Local Transport Plan and Road Safety capital scheme has a budget of £85,000 for Traffic Calming schemes. The Montague Road traffic calming scheme is estimated to cost approximately £46,000 and can therefore be contained within the budget available.

.....  
 Signed by:  
 Alan Cufley  
 Director of Transport, Environment and Business Support

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
| NIL               |          |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation





**APPENDIX 2 - Consultation results and comments:-**

| Address:-             | Option 1 - Build out the existing kerb lines at eastern & western ends of Montague Road | Option 2 - The existing road layout will remain unchanged. | Comments   |
|-----------------------|---|--|--|
| <b>Montague Road</b>  |   |  |  |
|                       | 1   |  | People will probably start using the private car parks in Montague Rd which might start more arguments outside.  |
|                       | 1   |  | How a serious accident has not happened already is anyone's guess.   |
|                       | 1   |  | Have been blocked in car park by illegal parking. No-one wants to take responsibility for enforcing parking.   |
|                       | 1   |  | A relief to know that something is getting done. Narrowing the top end of Montague Rd may cause the loss of 4 car spaces. Maybe a camera would be a cheaper option.  |
|                       | 1   |  | Volume fo traffic using the road to park or using Montague Rd as a short cut is a big problem. Change direction of flow. Remove parking restrictions on south/west side.Improve signage and road markings for exit from car park.  |
|                       | 1   |  | Would like residents parking to be considered due to number of vehicles from estate agents and local businesses parking in the area.   |
|                       |   | 1  | Parking is already a nightmare. All the estate agents and customers of Tesco park on the road. Option 1 will reduce spaces. Never had a problem accessing Montague Rd, just parking.   |
|                       | 1   |  |  |
|                       | 1   |  | Ridiculous. Will reduce parking spaces. Ambulances regularly visit Montague Rd and block it for up to an hour. Will be bad for business and encourage Tescos to park further soen Montague Road.   |
|                       | 1   |  | Can consideration be given to a residents parking scheme? The road is always heavily parked by 8am with estate agents.   |
|                       | 1   |  |  |
|                       | 1   |  | Could you add more 20mph painted on the road and turn left only into Beresford Rd but leave Beresford Rd as is (both ways). This would help rat-runners avoid the north end of Stubbington Ave junction.   |
|                       | 1   |  | A great plan which will benefit residential drivers and all pedestrians. Very well and clearly presented. Thank you.   |
|                       | 1   |  | It is very difficult and dangerous to turn into Montague Rd from London Rd due to cars parked on DYL's. Ignore one-way. As a cyclist it is dangerous to meet a car head on. Taking too long.   |
|                       |   | 1  | Why are the Council spending more money on this? Twice we have already said no to changes. We do not need to lose parking spaces. It is already very difficult to find a place to park.  |
|                       | 1   |  | Potentially only required to narrow the carriageway at the London Road junction as that is where the problems are.   |
|                       |   | 1  | I cannot see the benefit. A waste of money. You could have the same issue with many other roads. Put a one-way sign opposite the entrance to Belham Apartments.  |
|                       |   | 1  |  |
|                       | 1   |  | Always cars and vans doing u-turns back into London road. Vehicles parking on DYLs.  |
|                       | 1   |  | Questions the measures to be implemented at the Beresford Rd junction. Concerned that this will impact and reduce on-street parking spaces in this location.   |
|                       | 1   |  | This is long overdue. I proposed this at least two years ago.  |
|                       |   | 1  | Convenient to park on DYLs to unload golf bag, etc. As there are no problems at the east end the works are a waste of money. Works at the weterm end will not prevent drivers turning behind Belham Appartments and driving out against the one-way system. Nor will it prevent them reversing into London Road. |
|                       | 1   |  | Still in dispute with a heavy goods vehicle that damaged building.   |
| <b>Beresford Road</b> |   | 1  |  |
|                       |   | 1  |  |
|                       | 1   |  |  |
|                       | 1   |  | Introduce Residents Parking in Beresford/Montague/Kirby Road?  |
|                       | 1   |  | Prefer not to narrow at Beresford Rd end. Will impact parking as 2 vehicle can park on existing DYL's. These do not hinder visibility or access anymore than narrowing it.   |
|                       | 1   |  | Do not see the need for traffic calming at the eastern end. Lorries will not be able to make the turn. Pavement outside 108, 110 and 112 has to be repaired frequently and it will make the issue worse  |
|                       |   | 1  | Do not see why the eastern end needs to be narrowed. We do not have issues that end. More difficult for large vehicles turning.I do not feel that this would serve any purpose to residents and would be an expense we all could do without. I do agree with the narrowings at the western end.                  |
|                       | 1   |  |  |
|                       |   | 1  | No markings or singage at exit from Belham Apartments car park. Most traffic going wrong way. Another issue is the long waiting time of some taxis.  |
|                       |   | 1  |  |
| <b>Other</b>          |   |  |  |
|                       | 1   |  | The proposed scheme does not impact on Strawberry Green. However, concerned with lack of DYL's outside entrance on Beresford Rd. Restricts access for emergency vehicles.  |
| <b>TOTALS</b>         | <b>30</b>   | <b>11</b>  |  |

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# Equality Impact Assessment

Preliminary assessment form v5 / 2013

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

**Directorate:**

Director of Transport, environment & business support

**Function e.g. HR,  
IS, carers:**

Network Management

**Title of policy, service, function, project or strategy (new or old) :**

TRAFFIC CALMING MONTAGUE ROAD

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed

### Q1 - What is the aim of your policy, service, function, project or strategy?

To improve the layout of Montague Road and address the concerns raised regarding illegal traffic movements and traffic speeds within the area. It is proposed to build out the existing kerb lines at both the eastern and western ends of the road to reduce the width of the carriageway to a single lane. This will enforce the existing parking restrictions at these locations as vehicles that do so will be causing an obstruction. Also, by reducing the width of the carriageway at its junction with London Road, vehicles wishing to utilise the Tesco store will have to commit to the existing one-way system. It will also benefit pedestrians wishing to cross the carriageway at this location by improving their visibility and reducing the width of live carriageway that they need to cross. Vehicles will not be able to carry out a u-turn manoeuvre within the mouth of Montague Road due to the reduced width.

### Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

This scheme would seek to address the speed issues and illegal parking and vehicle manoeuvres within the area by making the restrictions self-enforcing. They will also highlight the existing 20mph speed limit and encourage compliance using traffic calming methods. It would look to improve the existing layout by highlighting road space to be used by other users to all drivers within the area. The addition of advanced warning signs will warn drivers of the proposed changes within the area. It will look to improve the drivers' visibility of other road users within the area and to abide by the current speed restriction of 20mph. As a road safety scheme, this project aims to meet the requirements of the Local Transport Plan by seeking to reduce casualties, which help PCC towards achieving the National targets. The scheme also seeks to improve the habitability of the area for residents. This scheme contributes to protecting and supporting our most vulnerable residents whilst assisting with reducing carbon emissions in the area due to idling vehicles.

### Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

| Group                   | Negative                 | Positive / no impact                | Unclear                  |
|-------------------------|--------------------------|-------------------------------------|--------------------------|
| Age                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability              | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|                       |                          |                                     |                          |
|-----------------------|--------------------------|-------------------------------------|--------------------------|
| Other excluded groups | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----------------------|--------------------------|-------------------------------------|--------------------------|

If the answer is "negative" or "unclear" consider doing a full EIA

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?**

| Group                  | Yes                                 | No                                  | Unclear                  |
|------------------------|-------------------------------------|-------------------------------------|--------------------------|
| Age                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Disability             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Race                   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                 | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Religion or belief     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy or maternity | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| Other excluded groups  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "no" or "unclear" consider doing a full EIA

**Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?**

| Group       | Yes                      | No                       | Unclear                             |
|-------------|--------------------------|--------------------------|-------------------------------------|
| Age         | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Disability  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Race        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Gender      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Transgender | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

|                         |                          |                          |                                     |
|-------------------------|--------------------------|--------------------------|-------------------------------------|
| Sexual orientation      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Religion or belief      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other excluded groups   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If the answer is "no" or "unclear" consider doing a full EIA

**Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?**

yes  No

**Q7 - How have you come to this decision?**

A postal consultation has been undertaken with residents within the area to ask for their feedback and comments for consideration. This was undertaken by a letter being addressed to residents along with a voting form which they could complete and return. From the 181 letters addressed to residents we received 42 responses (a return of 23%). The breakdown of the results is as follows:

Option 1 - Implement traffic calming. To reduce the width of the carriageway to a single lane at both ends of Montague Road by allowing the footway to be built out, existing signs re-erected to make the restrictions more visible and bollards will be erected on the footway to prevent parking. - received 30 votes from residents (72% of returns);

Option 2 - That the existing layout of Montague Road remains unchanged - received 11 votes from residents (26%);

One resident responded to the consultation giving no preferred option and stated that the proposals did not affect them. (2%).

Some residents requested that additional signage and white lining be implemented as part of the scheme and this has now been incorporated.

A report will be submitted to T&T in September where the recommendation will be made to advertise a Traffic Regulation Order (TRO) of the proposals so that all residents and groups within the City can comment, support or reject the proposals. These results will then be re-submitted to T&T for consideration and a decision.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help  
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

**Q8 - Who was involved in the EIA?**

Tracey Shepherd - Senior Traffic Engineer  
Adil Mohammad - Traffic and Network Manager  
Amber-Kerens Bathmaker - Road Safety & Active Travel Manager

Elected Members will be consulted in September via the T&T Report.

**This EIA has been approved by:** Amber Kerens Bathmaker

**Contact number:** x1637

**Date:** 02/08/2016

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

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# Agenda Item 10



Portsmouth  
CITY COUNCIL

**Title of meeting:** Cabinet Member for Traffic and Transportation  
**Date of meeting:** 29<sup>th</sup> September 2016  
**Subject:** Tendered Bus Routes Update on Patronage  
**Report by:** Alan Cufley, Director of Transport, Environment and Business Support  
**Wards affected:** All apart from Paulsgrove  
**Key decision:** No  
**Full Council decision:** No

---

## 1. Purpose of report

- 1.1 The purpose of this report is to provide an update on the current patronage for the tendered bus routes which have been in place since the end of March 2016.

## 2. Recommendations

- 2.1 It is recommended that the Cabinet Member for Traffic and Transportation:

(1) notes the patronage levels for the routes currently receiving financial support from the city council

## 3. Background

- 3.1 In January 2016 the Cabinet Member for Traffic and Transportation approved the award of contracts for bus services that would be financially supported by the city council to operate for a maximum of 3 years (with a 90 day cancellation period) with effect from Sunday 27 March 2016.

| Service  | Operational information  |
|----------|--|
| 16       | <b>Days of Operation:</b> Sunday only<br><b>Frequency:</b> 75 minutes<br><b>Route Description:</b> The Hard - Old Portsmouth - Southsea Seafront - Eastney   |
| 19 / 19A | <b>Days of Operation:</b> Monday to Friday<br><b>Frequency:</b> Every 2 hours (approx.)<br><b>Route Description:</b> City Centre - Old Portsmouth Point - Central Southsea - Fratton Way - Baffins - Portsmouth College - Copnor Road - Stubbington Avenue - North End junction. |
| 22       | <b>Days of Operation:</b> All days of the week<br><b>Frequency:</b> Every 1 hour and 10 minutes<br><b>Route Description:</b> Highbury - Cosham - Drayton - Farlington  |

#### 4. Patronage and Cost information

4.1 The table below provides the patronage figures recorded through the on-bus electronic ticket machines, for each route from April to August 2016. The table also shows the number and percentage of concessionary fare users on the bus services.

| Route | TOTAL         |               |            | APRIL 16 |       |        | MAY 16 |       |        | JUNE 16 |       |        | JULY 16 |       |        | AUGUST 16 |       |        |
|-------|---------------|---------------|------------|----------|-------|--------|--------|-------|--------|---------|-------|--------|---------|-------|--------|-----------|-------|--------|
|       | Total         | Conc          | % Conc     | Total    | Conc  | % Conc | Total  | Conc  | % Conc | Total   | Conc  | % Conc | Total   | Conc  | % Conc | Total     | Conc  | % Conc |
| 16    | 2,332         | 1,357         | 58%        | 335      | 201   | 60%    | 545    | 298   | 55%    | 397     | 250   | 63%    | 552     | 334   | 61%    | 503       | 274   | 54%    |
| 19    | 9,053         | 4,936         | 55%        | 2,025    | 970   | 48%    | 2,042  | 919   | 45%    | 1,897   | 993   | 52%    | 1,426   | 948   | 66%    | 1,663     | 1,106 | 67%    |
| 19A   | 352           | 3             | 1%         | 85       | 1     | 1%     | 102    | 1     | 1%     | 104     | 0     | 0%     | 61      | 1     | 2%     | 0         | 0     | 0%     |
| 22    | 27,023        | 19,234        | 71%        | 5,038    | 3,454 | 69%    | 5,133  | 3,638 | 71%    | 5,320   | 3,775 | 71%    | 5,787   | 4,203 | 73%    | 5,745     | 4,164 | 72%    |
|       | <b>38,760</b> | <b>25,530</b> | <b>66%</b> | 7,483    | 4,626 | 62%    | 7,822  | 4,856 | 62%    | 7,718   | 5,018 | 65%    | 7,826   | 5,486 | 70%    | 7,911     | 5,544 | 70%    |

4.2 The costs of the three tendered bus routes currently operating in Portsmouth are as follows:

| Service | Comments   | Contract costs per year |
|---------|--|-------------------------|
| 19/19A  | Monday to Friday -   | £56,083.53              |
| 16      | Sunday & Bank Holiday (Whole route) - Hard Interchange – Old Portsmouth Point - Clarence Pier - SPP Pier - Bransbury Park - Ferry Road   | £8,600                  |
| 22      | Monday to Sunday (Whole route) Sainsbury's Farlington – Lower Drayton – Cosham – Medina Road / Parr Road (alternate journeys) - Highbury | £42,650                 |
|         | Total  | £107,333.53             |

#### 5. Reasons for recommendations

5.1 The information provided in the above tables outlines the financial commitment made by the city council through its supported bus services, and details the number of passengers using the services.

#### 6. Equality Impact Assessment

6.1 A preliminary EIA is not relevant due to the nature of this report and its recommendations, which do not put forward specific proposals at this stage.

#### 7. Legal implications

7.1 As the recommendations do not propose any further action as this stage there are no legal implications.

**8. Director of Finance's comments**

8.1 This report is for information only and, as a result, there are no financial implications directly arising from the recommendations contained within this report.

.....  
Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

**Appendices:**

Appendix A: Route Timetables and Maps

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

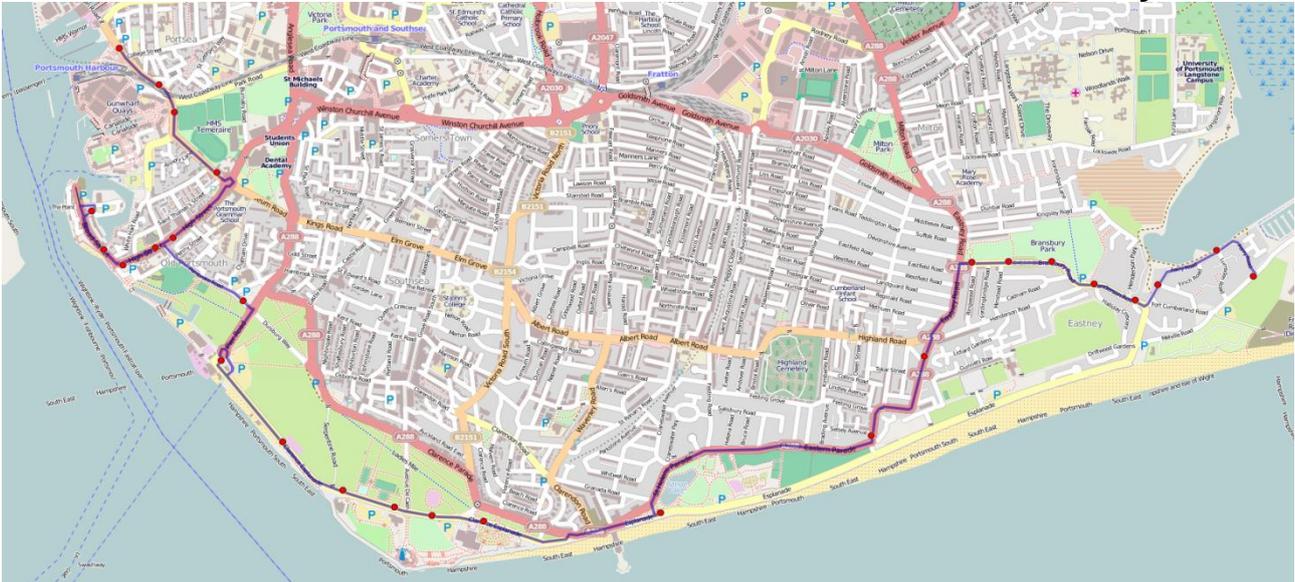
| Title of document | Location |
|-------------------|----------|
|                   |          |
|                   |          |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation

## Appendix A

### Service 16 Route Map (Outbound) The Hard - Old Portsmouth - Southsea Seafront - Eastney



### Service 16 Timetable (Outbound) The Hard - Old Portsmouth - Southsea Seafront - Eastney

#### Sundays

|  |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|
| The Hard, The Hard (Stop E)            | 1045 | 1200 | 1315 | 1430 | 1545 | 1700 | 1815 |
| Old Portsmouth, Broad Street (E-bound) | 1052 | 1207 | 1322 | 1437 | 1552 | 1707 | 1822 |
| Southsea, Clarence Pier (stop B)       | 1058 | 1213 | 1328 | 1443 | 1558 | 1713 | 1828 |
| Southsea, Canoe Lake (E-bound)         | 1106 | 1221 | 1336 | 1451 | 1606 | 1721 | 1836 |
| Eastney, Bransbury Park (E-bound)      | 1113 | 1228 | 1343 | 1458 | 1613 | 1728 | 1843 |
| Eastney, Fort Cumberland (SW-bound)    | 1117 | 1232 | 1347 | 1502 | 1617 | 1732 | 1847 |

#### Bank Holidays

|  |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|
| The Hard, The Hard (Stop E)            | 1045 | 1200 | 1315 | 1430 | 1545 | 1700 | 1815 |
| Old Portsmouth, Broad Street (E-bound) | 1052 | 1207 | 1322 | 1437 | 1552 | 1707 | 1822 |
| Southsea, Clarence Pier (stop B)       | 1058 | 1213 | 1328 | 1443 | 1558 | 1713 | 1828 |
| Southsea, Canoe Lake (E-bound)         | 1106 | 1221 | 1336 | 1451 | 1606 | 1721 | 1836 |
| Eastney, Bransbury Park (E-bound)      | 1113 | 1228 | 1343 | 1458 | 1613 | 1728 | 1843 |
| Eastney, Fort Cumberland (SW-bound)    | 1117 | 1232 | 1347 | 1502 | 1617 | 1732 | 1847 |



## Service 16 Route Map (Inbound) Eastney - Southsea Seafront - Old Portsmouth - The Hard



## Service 16 Timetable (Inbound) Eastney - Southsea Seafront - Old Portsmouth - The Hard

### Sundays

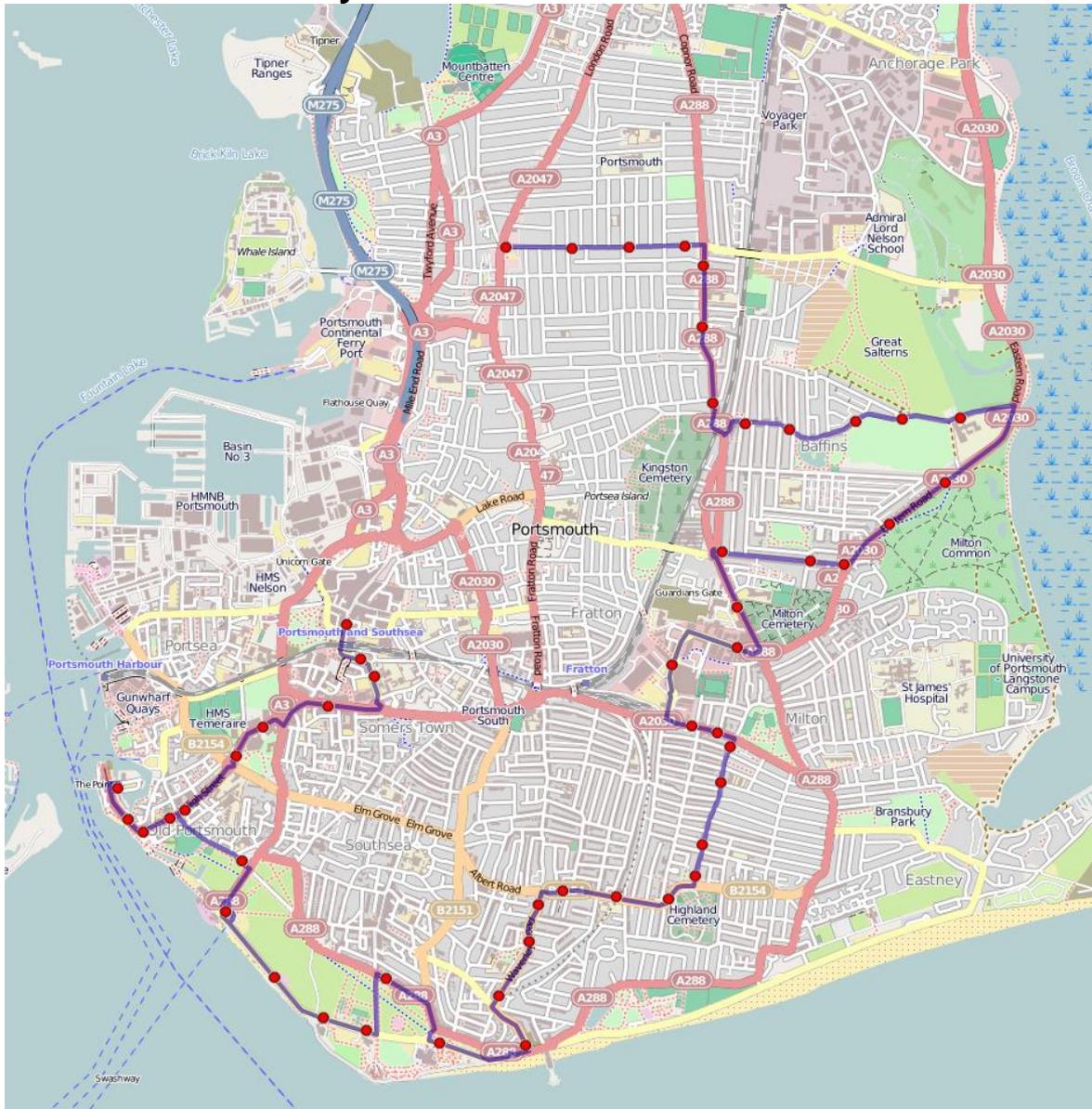
|  |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|
| Eastney, Fort Cumberland (SW-bound)    | 1004 | 1119 | 1234 | 1349 | 1504 | 1619 | 1734 |
| Eastney, Bransbury Park (W-bound)      | 1008 | 1123 | 1238 | 1353 | 1508 | 1623 | 1738 |
| Southsea, Canoe Lake (W-bound)         | 1015 | 1130 | 1245 | 1400 | 1515 | 1630 | 1745 |
| Southsea, Clarence Pier (stop B)       | 1023 | 1138 | 1253 | 1408 | 1523 | 1638 | 1753 |
| Old Portsmouth, Broad Street (E-bound) | 1029 | 1144 | 1259 | 1414 | 1529 | 1644 | 1759 |
| The Hard, The Hard (Stop E)            | 1036 | 1151 | 1306 | 1421 | 1536 | 1651 | 1806 |

### Bank Holidays

|  |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|
| Eastney, Fort Cumberland (SW-bound)    | 1004 | 1119 | 1234 | 1349 | 1504 | 1619 | 1734 |
| Eastney, Bransbury Park (W-bound)      | 1008 | 1123 | 1238 | 1353 | 1508 | 1623 | 1738 |
| Southsea, Canoe Lake (W-bound)         | 1015 | 1130 | 1245 | 1400 | 1515 | 1630 | 1745 |
| Southsea, Clarence Pier (stop B)       | 1023 | 1138 | 1253 | 1408 | 1523 | 1638 | 1753 |
| Old Portsmouth, Broad Street (E-bound) | 1029 | 1144 | 1259 | 1414 | 1529 | 1644 | 1759 |
| The Hard, The Hard (Stop E)            | 1036 | 1151 | 1306 | 1421 | 1536 | 1651 | 1806 |



## Service 19 Route Map (Outbound) Portsmouth City Centre - Fratton - North End - Southsea



## Service 19 Timetable (Outbound) Portsmouth City Centre - Fratton - North End - Southsea Mondays to Fridays

| Service                                | 19A  | 19   | 19   | 19   | 19   |
|--|------|------|------|------|------|
| Guildhall, City Centre South (stop C)  | 0808 | 1000 | 1205 | 1405 | 1610 |
| Old Portsmouth, Broad Street (E-bound) |      | 1007 | 1212 | 1412 | 1617 |
| Southsea, D-day Museum (E-bound)       |      | 1015 | 1220 | 1420 | 1625 |
| Southsea, Elm Grove (E-bound)          | 0813 |      |      |      |      |
| Southsea, Albert Road Lights (E-bound) | 0820 | 1023 | 1228 | 1428 | 1633 |
| Eastney, Winter Road Shops (N-bound)   | 0824 | 1027 | 1232 | 1432 | 1637 |
| Fratton, Fratton Way (N-bound)         | 0828 | 1031 | 1236 | 1436 | 1641 |
| Baffins, Milton Road (E-bound)         |      | 1037 | 1242 | 1442 | 1647 |
| Milton, Eastern Avenue (N-bound)       | 0831 |      |      |      |      |
| Baffins, Portsmouth College (W-bound)  | 0836 | 1042 | 1247 | 1447 | 1652 |
| Copnor, Copythorn Road (N-bound)       | 0846 | 1052 | 1257 | 1457 | 1702 |
| North End, North End Junction (stop J) | 0849 | 1055 | 1300 | 1500 | 1705 |



**Service 19 Route Map (Inbound)**  
North End - Fratton - Southsea - Portsmouth City Centre



**Service 19 Timetable (Inbound)**  
North End - Fratton - Southsea - Portsmouth City Centre  
**Mondays to Fridays**

|  | Service | 19   | 19   | 19   | 19   | 19   |
|--|---------|------|------|------|------|------|
| North End, North End Junction (stop H) |         | 0900 | 1105 | 1305 | 1510 | 1710 |
| Copnor, Copythorn Road (S-bound)       |         | 0903 | 1108 | 1308 | 1513 | 1713 |
| Baffins, opp Portsmouth College        |         | 0913 | 1118 | 1318 | 1523 | 1723 |
| Baffins, Milton Road (W-bound)         |         | 0919 | 1124 | 1324 | 1529 | 1729 |
| Fratton, Fratton Way (S-bound)         |         | 0924 | 1129 | 1329 | 1534 | 1734 |
| Eastney, Winter Road Shops (S-bound)   |         | 0927 | 1132 | 1332 | 1537 | 1737 |
| Southsea, Albert Road Lights (W-bound) |         | 0932 | 1137 | 1337 | 1542 | 1742 |
| Southsea, D-day Museum (W-bound)       |         | 0939 | 1144 | 1344 | 1549 | 1749 |
| Old Portsmouth, Broad Street (E-bound) |         | 0947 | 1152 | 1352 | 1557 | 1757 |
| Guildhall, City Centre South (stop C)  |         | 0955 | 1200 | 1400 | 1605 | 1805 |

**Service 19A Route Map (Outbound only - no Inbound service)**





## Service 22 Route Map (Outbound) Highbury - Cosham - Drayton - Farlington



## Service 22 Timetable (Outbound) Highbury - Cosham - Drayton - Farlington

### Monday to Fridays

|  |      |      |      |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|------|------|------|
| Highbury, Hawthorn Crescent (SW-bound) | 0710 | 0820 | 0930 | 1040 | 1150 | 1300 | 1410 | 1520 | 1630 | 1740 |
| Cosham, High Street (W-bound)          | 0720 | 0830 | 0940 | 1050 | 1200 | 1310 | 1420 | 1530 | 1640 | 1750 |
| Cosham, Court Lane (E-bound)           | 0724 | 0834 | 0944 | 1054 | 1204 | 1314 | 1424 | 1534 | 1644 | 1754 |
| Drayton, Lower Drayton Lane (N-bound)  | 0731 | 0841 | 0951 | 1101 | 1211 | 1321 | 1431 | 1541 | 1651 | 1801 |
| Farlington, Sainsburys (in grounds)    | 0739 | 0849 | 0959 | 1109 | 1219 | 1329 | 1439 | 1549 | 1659 | 1809 |

### Saturdays

|  |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|
|  | 0710 | 0820 | 0930 | 1040 | 1150 | 1300 | 1410 |
|  | 0720 | 0830 | 0940 | 1050 | 1200 | 1310 | 1420 |
|  | 0724 | 0834 | 0944 | 1054 | 1204 | 1314 | 1424 |
|  | 0731 | 0841 | 0951 | 1101 | 1211 | 1321 | 1431 |
|  | 0739 | 0849 | 0959 | 1109 | 1219 | 1329 | 1439 |

### Saturdays

|  |      |      |      |
|--|------|------|------|
| Highbury, Hawthorn Crescent (SW-bound) | 1520 | 1630 | 1740 |
| Cosham, High Street (W-bound)          | 1530 | 1640 | 1750 |
| Cosham, Court Lane (E-bound)           | 1534 | 1644 | 1754 |
| Drayton, Lower Drayton Lane (N-bound)  | 1541 | 1651 | 1801 |
| Farlington, Sainsburys (in grounds)    | 1549 | 1659 | 1809 |

### Sundays

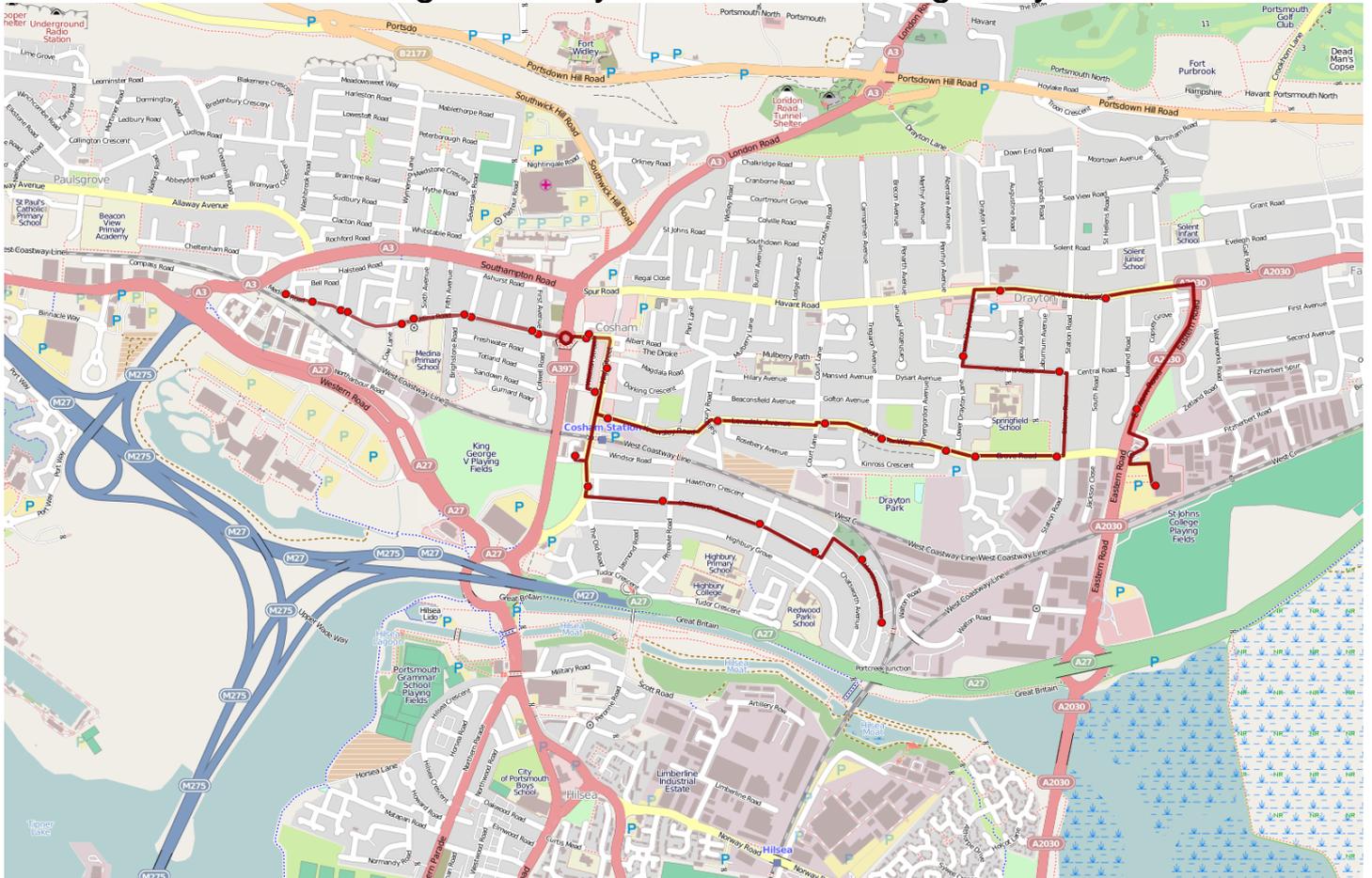
|  |      |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|------|
|  | 0930 | 1040 | 1150 | 1300 | 1410 | 1520 | 1630 | 1740 |
|  | 0940 | 1050 | 1200 | 1310 | 1420 | 1530 | 1640 | 1750 |
|  | 0944 | 1054 | 1204 | 1314 | 1424 | 1534 | 1644 | —    |
|  | 0951 | 1101 | 1211 | 1321 | 1431 | 1541 | 1651 | —    |
|  | 0959 | 1109 | 1219 | 1329 | 1439 | 1549 | 1659 | —    |

### Bank Holidays

|  |      |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|------|
| Highbury, Hawthorn Crescent (SW-bound) | 0930 | 1040 | 1150 | 1300 | 1410 | 1520 | 1630 | 1740 |
| Cosham, High Street (W-bound)          | 0940 | 1050 | 1200 | 1310 | 1420 | 1530 | 1640 | 1750 |
| Cosham, Court Lane (E-bound)           | 0944 | 1054 | 1204 | 1314 | 1424 | 1534 | 1644 | —    |
| Drayton, Lower Drayton Lane (N-bound)  | 0951 | 1101 | 1211 | 1321 | 1431 | 1541 | 1651 | —    |
| Farlington, Sainsburys (in grounds)    | 0959 | 1109 | 1219 | 1329 | 1439 | 1549 | 1659 | —    |



## Service 22 Route Map (Inbound) Farlington - Drayton - Cosham - Highbury



## Service 22 Timetable (Inbound) Farlington - Drayton - Cosham - Highbury

### Mondays to Fridays

|  |      |      |      |      |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|
| Farlington, Sainsburys (in grounds)    | —    | 0742 | 0852 | 1002 | 1112 | 1222 | 1332 | 1442 | 1552 | 1702 | 1812 |
| Drayton, Shops (W-bound)               | —    | 0747 | 0857 | 1007 | 1117 | 1227 | 1337 | 1447 | 1557 | 1707 | 1817 |
| Cosham, Court Lane (W-bound)           | —    | 0754 | 0904 | 1014 | 1124 | 1234 | 1344 | 1454 | 1604 | 1714 | 1824 |
| Cosham, Wayte Street (W-bound)         | —    | 0801 | 0911 | 1021 | 1131 | 1241 | 1351 | 1501 | 1611 | 1721 | —    |
| Cosham, Parr Road (SE-bound)           | —    | 0805 | 0915 | 1025 | 1135 | 1245 | 1355 | 1505 | 1615 | 1725 | —    |
| Cosham, Wayte Street (E-bound)         | —    | 0808 | 0918 | 1028 | 1138 | 1248 | 1358 | 1508 | 1618 | 1728 | 1831 |
| Cosham, High Street (S-bound)          | 0659 | 0809 | 0919 | 1029 | 1139 | 1249 | 1359 | 1509 | 1619 | 1729 | —    |
| Highbury, Hawthorn Crescent (SW-bound) | 0707 | 0817 | 0927 | 1037 | 1147 | 1257 | 1407 | 1517 | 1627 | 1737 | —    |

### Saturdays

|      |      |      |      |      |      |
|------|------|------|------|------|------|
| —    | 0742 | 0852 | 1002 | 1112 | 1222 |
| —    | 0747 | 0857 | 1007 | 1117 | 1227 |
| —    | 0754 | 0904 | 1014 | 1124 | 1234 |
| —    | 0801 | 0911 | 1021 | 1131 | 1241 |
| —    | 0805 | 0915 | 1025 | 1135 | 1245 |
| —    | 0808 | 0918 | 1028 | 1138 | 1248 |
| 0659 | 0809 | 0919 | 1029 | 1139 | 1249 |
| 0707 | 0817 | 0927 | 1037 | 1147 | 1257 |

### Saturdays

|  |      |      |      |      |      |
|--|------|------|------|------|------|
| Farlington, Sainsburys (in grounds)    | 1332 | 1442 | 1552 | 1702 | 1812 |
| Drayton, Shops (W-bound)               | 1337 | 1447 | 1557 | 1707 | 1817 |
| Cosham, Court Lane (W-bound)           | 1344 | 1454 | 1604 | 1714 | 1824 |
| Cosham, Wayte Street (W-bound)         | 1351 | 1501 | 1611 | 1721 | —    |
| Cosham, Parr Road (SE-bound)           | 1355 | 1505 | 1615 | 1725 | —    |
| Cosham, Wayte Street (E-bound)         | 1358 | 1508 | 1618 | 1728 | 1831 |
| Cosham, High Street (S-bound)          | 1359 | 1509 | 1619 | 1729 | —    |
| Highbury, Hawthorn Crescent (SW-bound) | 1407 | 1517 | 1627 | 1737 | —    |

### Sundays

|      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|
| —    | 1002 | 1112 | 1222 | 1332 | 1442 | 1552 | 1702 |
| —    | 1007 | 1117 | 1227 | 1337 | 1447 | 1557 | 1707 |
| —    | 1014 | 1124 | 1234 | 1344 | 1454 | 1604 | 1714 |
| —    | 1021 | 1131 | 1241 | 1351 | 1501 | 1611 | 1721 |
| —    | 1025 | 1135 | 1245 | 1355 | 1505 | 1615 | 1725 |
| —    | 1028 | 1138 | 1248 | 1358 | 1508 | 1618 | 1728 |
| 0919 | 1029 | 1139 | 1249 | 1359 | 1509 | 1619 | 1729 |
| 0927 | 1037 | 1147 | 1257 | 1407 | 1517 | 1627 | 1737 |

### Bank Holidays

|  |      |      |      |      |      |      |      |      |
|--|------|------|------|------|------|------|------|------|
| Farlington, Sainsburys (in grounds)    | —    | 1002 | 1112 | 1222 | 1332 | 1442 | 1552 | 1702 |
| Drayton, Shops (W-bound)               | —    | 1007 | 1117 | 1227 | 1337 | 1447 | 1557 | 1707 |
| Cosham, Court Lane (W-bound)           | —    | 1014 | 1124 | 1234 | 1344 | 1454 | 1604 | 1714 |
| Cosham, Wayte Street (W-bound)         | —    | 1021 | 1131 | 1241 | 1351 | 1501 | 1611 | 1721 |
| Cosham, Parr Road (SE-bound)           | —    | 1025 | 1135 | 1245 | 1355 | 1505 | 1615 | 1725 |
| Cosham, Wayte Street (E-bound)         | —    | 1028 | 1138 | 1248 | 1358 | 1508 | 1618 | 1728 |
| Cosham, High Street (S-bound)          | 0919 | 1029 | 1139 | 1249 | 1359 | 1509 | 1619 | 1729 |
| Highbury, Hawthorn Crescent (SW-bound) | 0927 | 1037 | 1147 | 1257 | 1407 | 1517 | 1627 | 1737 |



|                               |  |
|-------------------------------|--|
| <b>Title of meeting:</b>      | Traffic and Transportation Decision Meeting                          |
| <b>Date of meeting:</b>       | 29 <sup>th</sup> September 2016                                      |
| <b>Subject:</b>               | Isambard Brunel Road Temporary TRO                                   |
| <b>Report by:</b>             | Alan Cufley, Director of Transport, Environment and Business Support |
| <b>Wards affected:</b>        | Charles Dickens  |
| <b>Key decision:</b>          | No   |
| <b>Full Council decision:</b> | No   |

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## 1. Purpose of report

- 1.1. The purpose of this report is to seek approval to implement a temporary traffic regulation order (TTRO) facilitate the redevelopment of the Chaucer House site in Isambard Brunel Road.

## 2. Recommendations

- 2.1 That approval is given to implement a temporary traffic regulation order to restrict the use of Isambard Brunel Road (between Greetham Street and Station Street) to buses, hackney carriages, cycles, service vehicles and for access only, and further to enable the temporary closure of the existing bus lane and footway forward to Chaucer House. It should be recognised that, due to the construction period of the works, the TTRO is likely to remain in place for up to 2 years.

## 3. Background

- 3.1. Planning permission has been granted for the redevelopment of Chaucer House to provide purpose-built student accommodation. Construction is planned to take place over the next 2 years; the development will be completed and available to students in time for the start of the 2018 academic year. Due to the confined nature of the site the developer seeks to occupy that part of the highway currently used as a footway and bus lane on the south side of Isambard Brunel Road to establish a site compound and facilitate implementation of the development.
- 3.2. A plan is appended to this report indicating the proposed signing, controls and temporary relocation of the bus stops to give effect to the temporary traffic regulation order on the ground. The 4 pay and display parking bays in Dugald Drummond Street will also be suspended as part of this order.

#### **4. Reasons for recommendations**

- 4.1. Whilst a licence to occupy the highway for such purposes can be granted under section 14(1) of the Highways Act, bus priority on this route is essential to the efficient operation of the public transport network within the city and it is not felt that this can be secured by integrating the bus services with the general traffic use of Isambard Brunel Road.
- 4.2. As a consequence it is proposed to limit the use of Isambard Brunel Road (between Greetham Street and Station Street) to buses, cycles, hackney carriages, service vehicles and for access for the duration of the construction period via a temporary traffic regulation order.
- 4.3. Upon completion of the build, reinstatement of the bus lane and a comprehensive improvement to the public realm within the area occupied by the developer is envisaged. All of the costs associated with implementing the temporary traffic regulation order and the subsequent public realm improvement will be met by the developer, secured through the Section 106 planning agreement associated with the permission.
- 4.4. In addition to facilitating the development, this revised operation of Isambard Brunel Road will provide an opportunity to observe the effectiveness of the approach and inform a future decision on the benefits of potentially establishing such an arrangement on a permanent basis, which could enable a wider public realm improvement.

#### **5. Options considered and rejected**

- 5.1. Buses currently operate within a dedicated lane, separate from the traffic flow on Isambard Brunel Road. The option of integrating the bus services into the general traffic lanes of Isambard Brunel Road was considered but rejected, as this would compromise the efficient operation of the bus network in the city.

#### **6. Equality Impact Assessment**

- 6.1 A preliminary EIA has been completed and found that the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away from disabled people and the affected bus stops will remain accessible for all users.

#### **7. Legal implications**

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
  - (a) securing the expeditious movement of traffic on the authority's road network;
  - and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 7.3 Under section 14 of the Road Traffic Regulation Act 1984 (RTRA) a traffic authority has the power to make a temporary traffic regulation order (TTRO) regulating or prohibiting traffic (including pedestrians) on a road or any part of a road for a number of reasons including, where works are proposed to be carried out on or near the road and/or where there is a likelihood of danger to the public, or of serious damage to the road that is not attributable to those works.
- 7.4 When considering making a TTRO a traffic authority must consider any alternative routes suitable for traffic affected by the order (section 14(3) RTRA).
- 7.5 A TTRO can last up to 18 months, unless the following apply:
- a) the Secretary of State authorises an extension to this time period for a further six months under section 15(3) RTRA; or
  - b) where the order is made for the reason that works are being or are proposed on or near the road and the authority is satisfied, and it is stated in the order that it is satisfied, that the execution of the works in question will take longer than 18 months (section 15(2) RTRA . In such a case a traffic authority must revoke the order as soon as the works are completed.
- 7.6 The procedure for making a TTRO is set out in regulation 3 of the Road Traffic (Temporary Restrictions) Procedure Regulations 1992. This provides that a traffic authority must at least seven days before making a TTRO publish a notice of its intention to make the order in a local newspaper with details of the order.
- 7.7 Where a TTRO is in relation to roads and cycle tracks a traffic authority must before the day the order is made give notice of the order to the chief officer of police.

## **8. Director of Finance's comments**

- 8.1 The cost of implementing the recommendations within this report is anticipated to be funded by the developer in their entirety and therefore does not require any additional cost to, or contribution by, the Council.

.....  
Signed by:  
Alan Cufley  
Director of Transport, Environment and Business Support

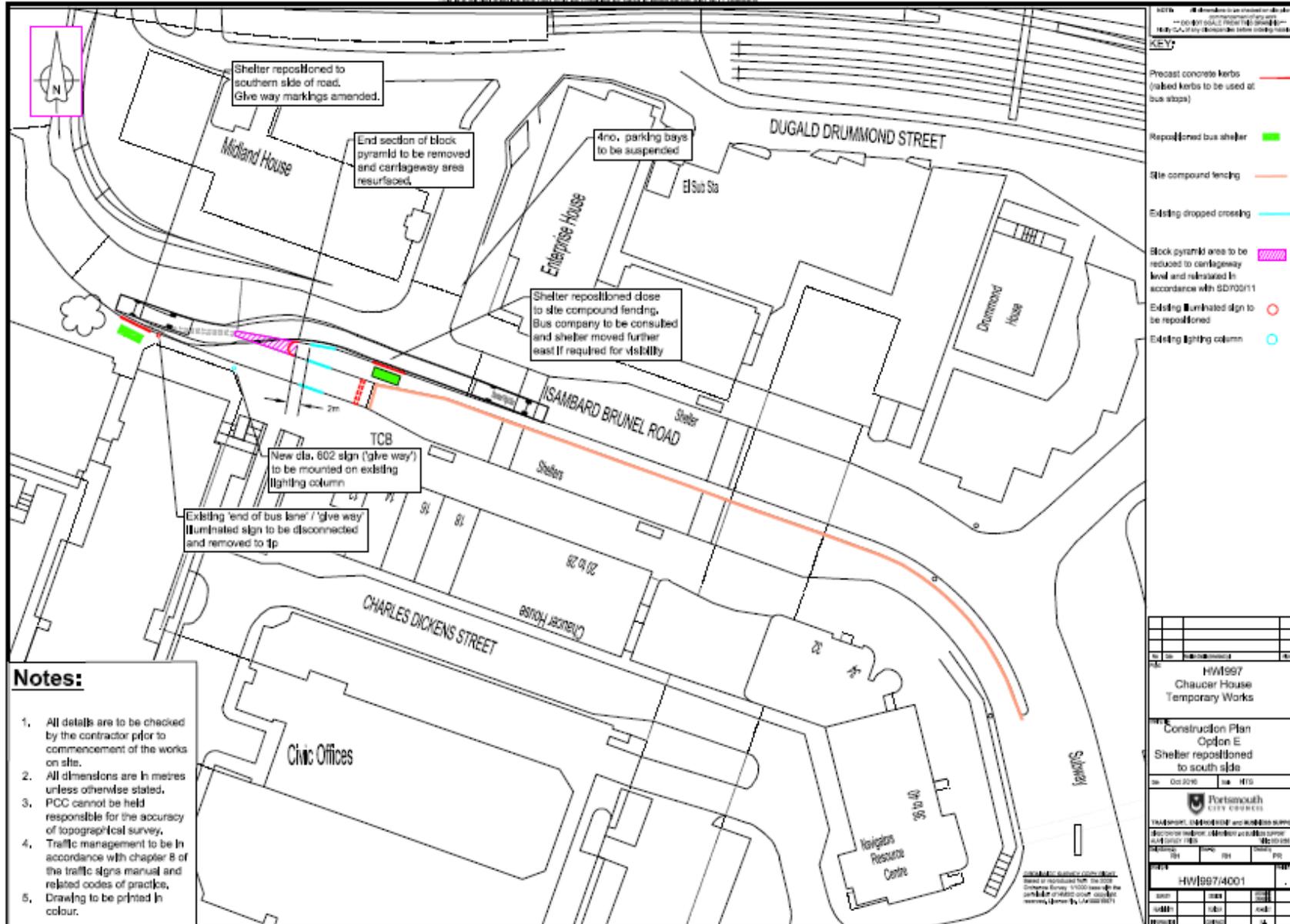
**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
|                   |          |
|                   |          |

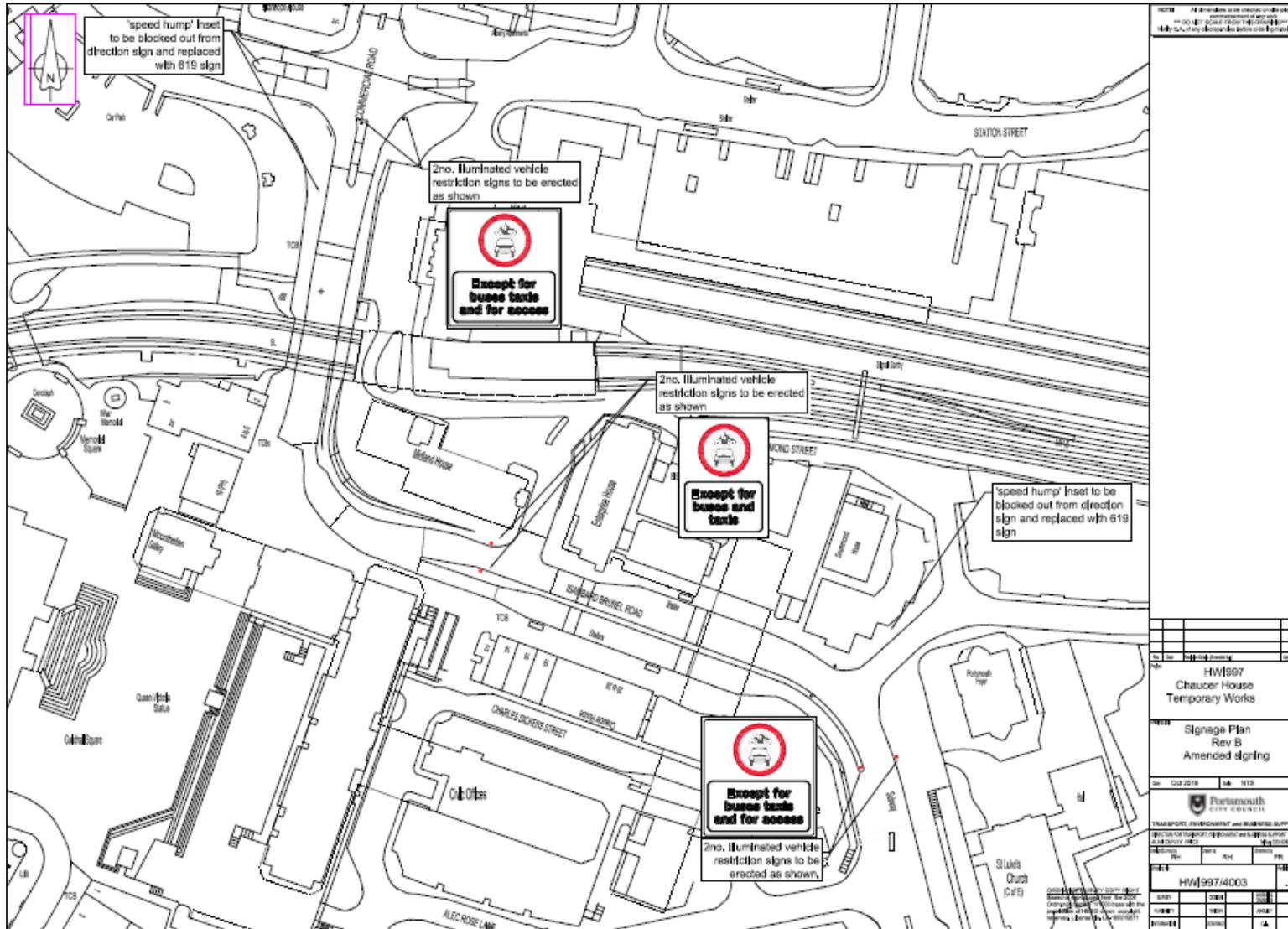
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
Councillor Jim Fleming  
Cabinet Member for Traffic and Transportation



**Drawing number HWI997/4003: Signing**

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# Equality Impact Assessment

Preliminary assessment form v5 / 2013

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

**Directorate:**

Director of Transport, environment & business support

**Function e.g. HR,  
IS, carers:**

Traffic & Network management

**Title of policy, service, function, project or strategy (new or old) :**

Isambard Brunel Road Temporary Traffic Regulation Order

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed



**Q1 - What is the aim of your policy, service, function, project or strategy?**

To limit the use of Isambard Brunel Road (between Greetham Street and Station Road) except for access, and for buses, hackney carriages, and cycles, to allow the temporary closure of the current bus lane and footway to facilitate development of Chaucer House.

**Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?**

This strategy will allow the temporary closure of the current bus lane and footway facilitating the development of Chaucer House.

This will require relocation of the bus stops further to the west and closer to the city centre which should make them more accessible for all users. The reduction in traffic flow on Isambard Brunel Road will actually make it easier for people with mobility impairments to cross the road.

The temporarily revised operation of Isambard Brunel Road will provide an opportunity to observe the effectiveness of the approach and inform a decision about the benefit of establishing such an arrangement on a permanent basis which would facilitate a wider public realm improvement. It will have detrimental effect on both:

- a) car drivers who use this route as a 'rat run' largely to avoid congestion on Alfred Road / Anglesea Road (A3) and Winston Churchill Avenue; and
- b) students resident in Margret Rule Hall who will be provided with a new access directly to Charles Dickens Street

Neither of these groups reflect the specifically protected groups protected by equality legislation.

**Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?**

| Group              | Negative                 | Positive / no impact                | Unclear                  |
|--------------------|--------------------------|-------------------------------------|--------------------------|
| Age                | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability         | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race               | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transgender        | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sexual orientation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



|                         |                          |                                     |                          |
|-------------------------|--------------------------|-------------------------------------|--------------------------|
| Religion or belief      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Pregnancy and maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other excluded groups   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If the answer is "negative" or "unclear" consider doing a full EIA

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?**

| Group                  | Yes                      | No                                  | Unclear                  |
|------------------------|--------------------------|-------------------------------------|--------------------------|
| Age                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Race                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Gender                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Religion or belief     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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If the answer is "no" or "unclear" consider doing a full EIA

**Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?**

| Group      | Yes                      | No                                  | Unclear                  |
|------------|--------------------------|-------------------------------------|--------------------------|
| Age        | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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|                         |                          |                                     |                          |
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| Gender                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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If the answer is "no" or "unclear" consider doing a full EIA

**Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?**

yes     No

**Q7 - How have you come to this decision?**

The proposal does not have any specific impact for any of the protected equality groups as the effected bus stops are to be relocated closer to the city centre and will remain accessible to all users. The reduction in traffic flow on Isambard Brunel Road will actually make it easier for people with mobility impairments to cross the road.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help  
Tel: 023 9283 4789 or email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**Q8 - Who was involved in the EIA?**

Peter Hayward

This EIA has been approved by:

Contact number:

**Date:**

16/09/2016

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

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Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

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**Q8 - Who was involved in the EIA?**

Peter Hayward

This EIA has been approved by: Pam Turton

Contact number: ext 4614

**Date:**

16/09/2016

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

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Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

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