

Issues Arising from Visits to Old Portsmouth to inspect Colas' work by Councillors Mike Blake, David Fuller and Caroline Scott.

The responses from the PFI Contract Manager are also provided.

Lombard Street.

A section of pavement at a vehicle crossing needs repaving. The pavement is granite but concrete blocks have been suggested for this section although there are granite kerbstones.

Concrete blocks have generally been used in Conservation Areas for the past 15 – 20 years for vehicle and pram crossings. The vehicle crossing at this point, which was originally concrete but has been temporary repaired with blacktop will be reconstructed with grey concrete blocks in accordance with highway specifications and the "Road and Street Furniture in Historic Areas" policy document. Granite setts and channel blocks are no longer used in vehicle crossings as they can cause problems to disabled and elderly people.

St Thomas Street and Highbury Street.

At the corner of St Thomas Street and Highbury Road there are sections of pavement consisting of concrete blocks.

The above comments explain this, although, I did note that tactile paving is not included and only 3 corners have been provided with blocks. This should be rectified when the work in St Thomas Street is programmed.

Warblington Street.

There is a mixture of old and new lighting columns. The latter are a different style, made of steel rather than cast iron and are taller.

Colas initially designed and installed the street lighting in Conservation Areas at 6m in height as they have done so for all other side roads to maximise the spacing and so reduce the number of units. They have now agreed to install 5m lighting columns and to cut down 6m columns provided the design lighting levels are not compromised. Unfortunately, 4 out of 10 roads installed with 6m columns cannot be cut down in height without reducing the lighting to an unacceptable level. Warblington Street is one of the four.

High Street.

Near the intersection with Highbury Street on both sides of the road there are sections of concrete and granite kerbstones.

There were sections of the kerb lines on both side of the High Street that were old precasted concrete and these have been replaced with Conservation kerbs. The existing granite kerbs have all been retained where practical.

St Nicholas Street.

There are sections of concrete blocks but with granite kerbstones and a mixture of old and new lighting columns.

The old damaged paving slabs in the existing vehicle crossings are being replaced with grey concrete blocks.

There were two existing cast iron columns in this road that we all agreed should be retained. There was a limited supply of recovered cast iron columns that could be used in Conservation Areas and it was agreed after consultation with Ward Members, Friends of Old Portsmouth Association and the planners where they would be used. It was felt that the installation of these columns in other street was more appropriate as the properties in St Nicholas Street were mostly built in 60/70/80s. The lighting columns installed in St Nicholas Street are the new Portsmouth style columns that have already been used Broad Street, and a number of other roads in Conservation Areas, and have been approved and included in the policy document, "Road and Street Furniture in Historic Areas".

At the corner of St Nicholas Street and Pembroke Road

There are sections of concrete blocks with granite kerbs and yellow tactile paving stones.

Pram crossing have been constructed in concrete blocks and tactile paving, as is the normal practice. There are many pram crossings in this immediate area that have been constructed with concrete blocks over the last 20 years. These do not have tactile paving as this requirement has only been implemented in the last 10 years.

Broad Street.

Near the teashop there are large sections of pavement made of concrete blocks with granite kerbstones.

The concrete blocks have been provided in front of properties with vehicle crossings.

Highbury Street.

The spacing of lighting columns is irregular.

It appears that the street lighting in Highbury Street was installed before the PFI.

Councillor Blake asked for details of the European regulations regarding work in conservation areas.

This work is included in the PFI contract, it is not being procured as a "one off" contract that needed to conform with the tendering procedures which would included advertising in the European Journal if the "works" are valued over about £3.5 million. The Highways Management PFI contract did go through this procedure.