



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 25 FEBRUARY 2021 AT 4.00 PM

VIRTUAL REMOTE MEETING

Telephone enquiries to Anna Martyn Tel 023 9283 4870

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CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

(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

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 two working days before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Portsmouth E-Scooter Rental Trial Scheme (Pages 5 - 66)**

RECOMMENDED that the Cabinet Member

- 1. Notes the progress that has been made with the E-Scooter Rental Trial project since September 2020;**

2. Approves Portsmouth City Council's participation in an E-Scooter Rental Trial to commence in March 2021 until 26th November 2021, to be achieved via the introduction of an Experimental Traffic Regulation Order (ETRO);
 3. Approves Portsmouth City Council entering into a Vehicle Special Order (VSO) Agreement with the Department for Transport (DfT) to authorise the use of E-Scooters in the project area with the express delegation to sign the VSO delegated to the City Solicitor.
- 4 Casualty Statistics Analysis Report (Pages 67 - 146)**
- RECOMMENDED that the Cabinet Member**
1. Future road safety infrastructure projects are selected using the Annual Casualty Report as a recognised source of data to prioritise schemes to align with or determine the available budget.
 2. The Annual Casualty Report will be used alongside the results of speed surveys, stakeholder correspondence and requests and anecdotal evidence from surveys completed at behavioural change and enforcement events to prioritise schemes to align with or determine the available budget.
- 5 Safety Improvements (Safer Routes to School) (Pages 147 - 164)**
- RECOMMENDED that the Cabinet Member**
- Approves the spend from the Local Transport Plan 3 - Safer Routes to School Improvements budget to be spent at:**
- Mayfield School - junction of Mayfield Road and Kensington Road;
 - At least one other location from;
 1. Moorland Road;
 2. Moorings Way/Warren Avenue;
 3. Hayling Avenue (all locations illustrated in Appendix A).
- 6 Speed and Casualty Reduction Measures 2021 / 2022 budget (Pages 165 - 178)**
- RECOMMENDED that the Cabinet Member**
- Approves the spend from the Speed Reduction Measure budget of speed reduction measures at the junctions of Dysart/Mansvid/Tredegar Avenue, the junction of Havant Road and Farlington Avenue and Castle Road between Kings Road and Hambrook Road.**
- 7 Highbury Street proposals (TRO 86B/2020: proposed parking restrictions) (Pages 179 - 194)**
- RECOMMENDED that the Cabinet Member**
1. Having considered the public response contained in Appendix B, that the restrictions proposed in Highbury Street under TRO 86/2020 (Appendix A, sections A2 and B1) are implemented under

TRO 86B/2020, meaning the double yellow lines and KA zone parking bay are installed as proposed;

- 2. It is noted that the remaining proposals of TRO 86/2020 were implemented in January 2021 under TRO 86A/2020, due to support and/or no objections.**

8 Solent Transport Constitution (Pages 195 - 220)

RECOMMENDED that the Cabinet Member

Endorses the changes to the Solent Transport constitution as set out in this report.

9 Review of Portsmouth Supported Bus Services (Pages 221 - 242)

RECOMMENDED that the Cabinet Member

Approves the extension of all five existing supported bus service contracts from 27 March 2021 to 31 December 2021.

10 Concessionary Fares Scheme (Pages 243 - 258)

RECOMMENDED that the Cabinet Member

- 1. Notes the contents of this report;**
- 2. Revises the reimbursement to bus operators to one based on the percentage of mileage operated in accordance with guidance issued by the Department for Transport on 20 November 2020;**
- 3. Delegates authority to the Cabinet Member for Traffic and Transportation in conjunction with the Director of Regeneration and the S151 Officer, to make any necessary changes within the allocated budget.**

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Agenda Item 3



Title of meeting: Traffic and Transportation Decision meeting

Date of meeting: 25 February 2021

Subject: Portsmouth E-Scooter Rental Trial Scheme

Report by: Tristan Samuels - Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

Following previous approval at the Traffic and Transportation Cabinet Meeting in September 2020 to develop an E-scooter Rental Trial scheme in Portsmouth; this report provides further information to enable progression to launch the scheme in March 2021.

2. Recommendations

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

2.1 Notes the progress that has been made with the E-Scooter Rental Trial project since September 2020;

2.2 Approves Portsmouth City Council's participation in an E-Scooter Rental Trial to commence in March 2021 until 26th November 2021, to be achieved via the introduction of an Experimental Traffic Regulation Order (ETRO);

2.3 Approves Portsmouth City Council entering into a Vehicle Special Order (VSO) Agreement with the Department for Transport (DfT) to authorise the use of E-Scooters in the project area with the express delegation to sign the VSO delegated to the City Solicitor.

3. Background

Overview

- 3.1 As part of the government's response to COVID-19, and to support a 'green' restart of local travel to help mitigate reduced capacity on public transport, the Department for Transport (DfT) has fast-tracked and expanded trials of rental e-scooters. The DfT considers that e-scooters offer the potential for fast, clean and inexpensive travel which can help to ease the burden on transport networks and allow for social distancing.
- 3.2 The trials will be for up to 12 months and will enable essential insights for the DfT and councils as to how rental e-scooters contribute to the transport mix in urban centres. Following the trials it is anticipated that the DfT will assess whether these vehicles should be legalised in the UK as part of their Future Transport Regulatory Review.
- 3.3 During the trials e-scooters will be classified as motor vehicles, and the relevant motor vehicle insurance will be provided via the scheme operator. The vehicles will need to meet requirements for vehicle construction and approval set by the DfT.
- 3.4 The DfT is satisfied that minimum vehicle construction standards and other measures to be introduced to mitigate safety risk as part of the trials are sufficient to legalise e-scooters for use in trials across the UK.
- 3.5 Evidence from existing e-scooter schemes in other cities around the world have suggested that they have the potential to encourage modal shift from private motor vehicles. Rental e-scooters also provide a viable non-car alternative to public transport that meet social distancing guidelines, which are likely to remain important for the duration of the trial.
- 3.6 The DfT is only permitting the trialling of rental e-scooters. The use of privately owned e-scooters on the public highway will remain illegal throughout the trial period.
- 3.7 As of November 2020, 26 E-Scooter schemes had been launched across the UK. The DfT has also recently set a deadline for any new e-scooter trial schemes to launch by 31st March 2021, so it is expected that a number of other trials will launch in the coming weeks. Some Frequently Asked Questions (FAQs) relating to the trial have been included at Appendix A.

Background to Solent Transport's E-Scooter Proposal to the Department for Transport

- 3.8 In March 2020 Solent Transport was successfully awarded £28.8m of funding from the DfT's Future Transport Zones (FTZ) programme, to enable the

implementation of a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24. This programme did not include rental e-scooter trials.

- 3.9 During Summer 2020 the DfT announced the possibility for FTZ Local Authorities to run e-scooter rental trial schemes as part of the transport restart response to the pandemic, on the basis that funding is reallocated from within the existing FTZ programme to facilitate such projects.
- 3.10 Following a review of areas of the Solent FTZ which may not be as effective due to the impacts of the COVID-19 pandemic, some schemes have been delayed by a year. Subsequently, Solent Transport undertook work with the DfT to enable the reallocation of circa £900k from areas of the FTZ programme with reduced need to provide a subsidised set of e-scooter schemes across the four Local Transport Authority areas in the Solent region.
- 3.11 On 31st July 2020, Solent Transport submitted a proposal to the DfT requesting permission to operate an e-scooter trial in the Solent area, with up to four sub-projects in Portsmouth, Winchester, Southampton, and on the Isle of Wight.
- 3.12 The Isle of Wight scheme was the first part of the Solent project to launch in November 2020 with the operator Beryl. The Isle of Wight launch has triggered the 12-month trial period for the Solent Region, and this is the reason why Portsmouth's trial is scheduled to run until 26th November 2021.
- 3.13 The situation with e-scooters beyond November 2021 will be determined by the DfT following feedback from the trials. The trial could end, an extension to the trial could be considered or legislation changes by the DfT may directly determine the future approach.
- 3.14 The Isle of Wight scheme launched with 25 e-scooters in Newport during the lockdown period in November / December 2020, since expanding the scheme to 76 e-scooters in Newport and Ryde. Due to lockdown, the scheme has been focusing on supporting NHS staff and emergency service workers with free / subsidised travel. By the end of January 2021 over 5000 journeys had been made with over 32,000km travelled.
- 3.15 Prior to approving the Portsmouth trial, the DfT required information relating to the proposed trial operator and certain scheme details. A comprehensive procurement process to identify an operator concluded in December 2020, with the company Voi appointed as the Portsmouth e-scooter trial scheme operator. Recommendation 2.3 of the report will enable the council and the DfT to enter into a Vehicle Special Order (VSO) Agreement to authorise the use of Voi e-scooters within Portsmouth during the period of the rental trial.

Aims of the Trial

- 3.16 The main aim of the trial is to build robust evidence about the safety benefits, public perceptions and wider impacts of e-scooters in order to inform legal changes that may be necessary after the trial period ends.
- 3.17 Key areas which the Council and DfT, working with the scheme operator, will gather information on include:
- Safety outcomes for e-scooter users and what influences this;
 - Interaction with, and effect on, other road users;
 - Public perceptions of the e-scooters, including impacts for people with disabilities and related groups;
 - Nature of modal shift and new journeys that have been enabled;
 - Characteristics of users and how uptake and outcomes differ for different groups; and
 - Local Authority perception of effects on their transport system.
- 3.18 The scheme operator will collect quantitative and qualitative data regarding the effects of the scheme during the trial. Ongoing engagement with key stakeholder groups will also take place throughout the trial to understand perception and impacts. The information collected will contribute towards the DfT assessment review process. PCC will also undertake their own perception and behavioural change surveys, as set out in paragraph 6.7.

Policy Context

- 3.19 The trial supports the ambitions of Portsmouth's emerging Transport Strategy 2020 - 2036, in particular draft policy 10 that supports the delivery of innovations in micro-mobility to promote travel choices and active travel options, along with the climate change agenda by proactively providing opportunities to promote sustainable transport.
- 3.20 The trial supports Draft Policy 9, by providing capacity for people to access and move within the city via a non-car mode, together with Draft Policy 1 as the scheme supports the delivery of cleaner air in the City.
- 3.21 The introduction of e-scooters to the region is also a key component of the FTZ programme. It will operate alongside and complement other future FTZ projects, including Bikeshare, and will integrate with the proposed Mobility as a Service (MaaS) platform, enabling integrated travel across a range of transport modes.

4. Appointment of an Operator for the Portsmouth Trial

- 4.1 As stated in 3.15, PCC has appointed the company Voi as its operator for the e-scooter rental trial project that is expected to run from March 2021 to November 2021.
- 4.2 Detailed information in relation to Voi and the proposed operating model for Portsmouth, is included in Appendix B, with key operational information summarised below:

E-Scooter vehicle

- 4.3 The e-Scooter vehicle that will be used for the Portsmouth trials offers a number of technological advances, including:
- A 60 mile range and 5 year lifespan;
 - A maximum speed of 15.5 miles per hour with ability to restrict speed in specified zones;
 - Swappable battery technology to enable batteries to be changed 'in the field' by Voi operatives;
 - Unique vehicle ID plate and identifiable colouring/ branding that is being developed for launch;
 - Lights and reflectors;
 - 10-inch pneumatic tyres;
 - Tamper-proof bell; and
 - Turning indicators (to be included in latest e-scooter model set for launch in Spring 2021),

Technology

- 4.4 The geo-fencing technology that is fundamental to the operational model will enable the Council to work with the operator to determine where the e-scooters can go in the city - the defined operating area. In basic terms, when the e-scooter vehicle leaves the defined operating area it will gradually slow and come to a halt, requiring the user to walk the scooter back into the operating area for it to start again.
- 4.5 The geofencing technology also enables the introduction of 'slow-speed zones', typically used in busier areas or areas that may be subject to conflicting movements. This will limit the e-scooter speed in these areas to the equivalent of a fast walking pace. An example of a proposed slow-speed zone is Guildhall Square. A number of 'slow-speed zones' will be included as part of the development of the trial and more can be added if required following scheme launch.

Parking

- 4.6 The scheme in Portsmouth will be a fully docked scheme with parking racks and

geo-fenced Mandatory Parking Zones. E-scooter users will be expected to leave the e-scooter in a parking rack at the end of their ride, with the geofencing technology ensuring that rides can only be finished within the defined Mandatory Parking Zone. Any users attempting to end their journey outside a Mandatory Parking Zone will be subject to a £25 fine. In other cities in the UK such an approach has generally led to high levels of parking compliance. For example, in the Isle of Wight, the use of Mandatory Parking Zones (without parking racks) has resulted in 95% of journeys being ended within such zones during the first two months of operation.

- 4.7 Portsmouth will be one of the first Local Authorities in the UK to integrate physical parking racks as part of the scheme. Voi has worked collaboratively with the Royal National Institute for the Blind (RNIB) to develop the design of the parking racks, as shown and referenced in Appendix 2.

Safety, Education & Compliance

- 4.8 Voi will provide fully comprehensive motor vehicle insurance for e-scooter riders. In addition, there are a number of measures that Voi will employ in relation to Driver Education, Compliance and Health & Safety, detailed in Appendix 2.

- 4.9 Key examples include:

- the launch of the first e-scooter traffic school, training over 500,000 users to date;
- a fully integrated driver licence screening process;
- the provision of free helmets and incentives for helmet use;
- awareness campaigns and ongoing community engagement; and
- stringent sanitary measures for Covid-19.

Enforcement

- 4.10 Voi employs a range of tools to tackle anti-social behaviour and misuse of e-scooters. In addition to the use of technology and education referenced above and described in detail in Appendix 2, the following approaches will also be undertaken:

- Collaboration with the Police - meetings between PCC, Hampshire Police and Voi have commenced as part of the development of the trial and will continue during the trial to ensure that any issues are identified and collaboratively addressed;
- Reporting Misuse - All Voi e-scooters are distinctive and carry a unique registration plate. Anyone can report a wrongly parked e-scooter or bad driver behaviour to Voi via a 24/7 freephone number or online. As stated, in 4.6, users will also receive a £25 fine for ending a journey outside of a Mandatory Parking Zone;
- Ambassador Programme - a team of field operatives are on site to address any problems with abandoned / incorrectly parked e-scooters.

5. Original E-Scooter Scheme Proposals (August 2020)

- 5.1 The council's original objective for the rental e-scooter scheme, developed in Summer 2020, was to focus on the promotion of e-scooters as a sustainable mode of travel for all communities in Portsmouth. This was seen to be particularly important whilst access to public transport was expected to remain constrained due to the pandemic. For example, the launch scheme originally included proposals for e-scooters at Portsmouth Park & Ride to enable e-scooter journeys to be made to / from key destinations in the town centre as a viable alternative to using the bus. In addition, there was also a focus on the role of e-scooters for leisure and recreational use, taking advantage of a Spring launch date.
- 5.2 Due to the changing situation with the pandemic over Christmas and an extended third period of lockdown, it has been necessary for the council, Solent Transport and Voi to reconsider the original proposals for the trial, particularly during the early months of implementation whilst restrictions remain in place.

Updated Proposals (March 2021)

- 5.3 Given the ongoing focus on avoiding unnecessary travel, the early stages of the e-scooter trial have been adjusted to focus on assisting key worker travel, with a particular focus on NHS staff and emergency service worker travel. A major benefit for NHS staff and emergency service workers is that during full lockdown such workers that use an e-scooters will be able to travel completely free of charge and once full lockdown is lifted there will be a 75% discount.
- 5.4 PCC and Voi have been working constructively with Queen Alexandra (QA) Hospital who have shared some high-level anonymised data on journey to work patterns amongst staff to enable PCC and Voi to develop a launch scheme that will best serve staff for their journey to and from the hospital. QA also plan to incorporate e-scooter parking at the hospital and promote the scheme amongst staff (subject to their own approval process).
- 5.5 PCC officers have also followed a similar process with Solent NHS Trust who manage St Mary's and St James's hospital sites and plan to integrate e-scooter parking at these locations, whilst working with the Trust to promote the scheme to staff.
- 5.6 The e-scooter parking hubs at the hospital will also be available to the general public, and will provide an additional transport option for those travelling for vaccinations over coming months.
- 5.7 The work with the hospitals, particularly in relation to the journey to work data, has resulted in an e-scooter operational area that will cover a large part of the city from the outset, as can be seen on in Appendix 2. This is to ensure that the e-scooter scheme can meaningfully service the staff hospital catchment.

- 5.8 Within the operational area there will be approximately 25 e-scooter parking locations during the launch phase, as shown on in Appendix 2. The e-scooter launch will involve the deployment of between 75 - 100 e-scooters and will be progressively scaled up or down based on demand. The e-scooter parking locations will also be progressively increased during the launch phase.
- 5.9 It should be noted that the e-scooters will be available for hire by the wider public from launch, but the marketing and communications campaign will be focused on NHS staff, emergency service workers and those who need to undertake essential journeys whilst restrictions on movement remain in place.
- 5.10 The e-scooters used in the trial will typically be allowed to use the same road space and routes as bicycles. However, as stated, the geo-fencing technology will limit e-scooter movements to the defined operating area for the trial. In addition, within the operating area it will also be possible to define 'go slow' areas where the e-scooters will be physically restricted to lower speeds and 'no-go zones' where e-scooters will not be permitted and will turn off upon entry to the area. It is important to note that this will be a dynamic system and additional 'go-slow' and 'no-go' zones can be added to the scheme by Voi within a matters of hours. Ongoing dialogue between PCC, the Police, Voi and other stakeholders will be key to determining any further areas that need to be included as 'go-slow' and 'no-go' zones, particularly in the early stages of the trial.

6. **Stakeholder Engagement**

- 6.1 Solent Transport is leading on strategic stakeholder engagement with key stakeholders at a regional level. To this end, they have established a Strategic Stakeholder Forum with the first meeting taking place in November 2020. The Strategic Stakeholder Forum includes representatives from local transport operators, disability groups and further meetings are expected to take place throughout the duration of the trial.
- 6.2 At a local level, early informal engagement with stakeholders took place in autumn 2020. This has since been followed by more focused engagement in January / February 2021 following the appointment of the scheme operator.
- 6.3 During January and February 2021 PCC and Voi have had virtual meetings with representatives from the following organisations to discuss the details of the scheme and understand any specific concerns:
- Hampshire Constabulary
 - Portsmouth Hospitals NHS Trust
 - Solent Hospitals NHS Trust
 - Gosport Ferry
 - FirstGroup

- Stagecoach South
- University of Portsmouth
- Portsmouth Cycle Forum
- Portsmouth Friends of the Earth
- Cycling UK
- Sustrans
- Portsmouth International Port
- Hampshire Fire & Rescue Service
- Taxi Trade Representatives

6.4 In addition, meetings were held with Wightlink and South Western Railways in Autumn 2020.

6.5 Due to the current constraints on face-to-face meetings due to the pandemic, and the impracticable nature of online meetings for some stakeholder groups, the following engagement has also taken place through ongoing dialogue. This includes:

- Visually Impaired Action Group (VIAG) - ongoing dialogue with the PCC officer lead for the group who has discussed the detail of the scheme with VIAG representatives and shared comments and questions back to the project team. Ongoing dialogue to continue throughout the trial.
- Portsmouth Disability Forum - Discussions have taken place via the Chair of the Portsmouth Disability Forum who has liaised with the group regarding the details of the project and is in the process of feeding back comments and questions to the project team. Ongoing dialogue to continue during the trial.
- MAKE (Aldingbourne Trust) - MAKE supports individuals with learning disabilities. Information regarding the scheme has been shared with the group and questions / comments are being fed back via their Facebook page.

6.6 Details of the scheme have also been shared with Hovertravel, Portsmouth Ramblers, Walking Friends Portsmouth, British Cycling, Portsmouth North End Cycling Club, Her Majesty's Naval Base, BAE Systems, Independent Trade Representatives, Gunwharf Quays, Portsmouth Historic Dockyard and Lucketts.

6.7 In terms of wider engagement with residents within the City, the Council will be undertaking public perception surveys to measure attitudes to e-scooters before and after the trial and assess the impact of behaviour change as a result of the trial.

7. **Marketing & Communications**

7.1 The scheme will have a soft launch and only be promoted for wider commuter and leisure use when lockdown restrictions enable this.

PCC is working with Solent Transport and Voi to deliver a clear and targeted marketing and communications plan aimed towards relevant audiences specific to Portsmouth. As stated, the initial focus of the scheme will be to support NHS staff and key worker journeys and the project team is engaged with QA, St Mary's and St James's to promote the scheme to staff.

- 7.2 Key messaging will work consistently across the Portsmouth region to reassure users about the main benefits of the e-scooter trial from the outset - safety, reliability, cleanliness, ease of use and accessibility
- 7.3 Strong and clear communications will be given on the legal status of private scooters and how this rental scheme will be the only way that an e-scooter can be legally ridden on Portsmouth roads. Engagement with the Police will be key, with the Hampshire Constabulary launching a campaign in the run up to Christmas setting out the rules around private e-scooter use and explaining some of the risks and consequences of using them in a public place. The project team is working collaboratively with the force regarding the trial and the nature of the engagement moving forward.
- 7.4 The marketing and communications campaign will operate at both a regional Solent-wide level and at a local level for Portsmouth's scheme. As a general principle we will have an overall approach that is flexible and responds to monitoring information about the schemes in terms of user attitudes, experience and uptake.
- 7.5 The communications and marketing campaign is at an advanced stage and is ready to launch, subject to approval of the scheme.

8. Reasons for recommendations

- 8.1 An Experimental Traffic Regulation Order (ETRO) is required to enable Portsmouth City Council to participate in an e-scooter trial, facilitated by the DfT. Participating in the e-scooter trial will enable Portsmouth to offer free / subsidised travel for NHS staff / emergency service workers over coming months and the e-scooter parking hub locations have been designed to specifically assist with this essential travel to work. Rental e-scooters at the hospitals will also be available to the general public. With restrictions expected to ease over coming months the focus will then turn to the promotion of a sustainable mode of travel for communities in Portsmouth, whilst access to public transport capacity remains constrained due to the pandemic.
- 8.2 Entering into a Vehicle Special Order (VSO) Agreement with the DfT is a specific project requirement to authorise the use of e-scooters in the trial area.
- 8.3 The trial will enable e-scooters to be introduced in a controlled and safe manner, from which we can provide evidence as to their suitability as a transport mode in

Portsmouth. This evidence will feed into the evaluation process being conducted by the DfT who will consider whether to legalise e-scooters in the future.

- 8.4 The trial supports the ambitions of Portsmouth's emerging Transport Strategy 2020 - 2023, in particular draft Policy 10 that supports the delivery of innovations in micro-mobility to promote travel choices and active travel options, along with the climate change agenda by proactively providing opportunities to promote sustainable transport.

9. Integrated impact assessment

- 9.1 An Integrated Impact Assessment (IIA) has been carried out which has identified the need for a full Equalities Impact Assessment (EIA).
- 9.2 A range of stakeholders have been engaged as part of the development of the scheme, as set out at 6.1 - 6.6 and it is the intention to continue this engagement throughout the trial, particularly with the Police and Mobility Groups. The Equalities Impact Assessment will remain a 'live' document for the duration of the trial and the current version of it is included at Appendix C.

10. Legal implications

- 10.1 The VSO, once signed, will authorise the use of such e-scooters as are approved under the VSO on all roads, including cycle lanes, within the city boundaries. If it is deemed necessary to restrict their use on specific roads or specific types of road this will have to be dealt with by a traffic regulation order (TRO).
- 10.2 It is intended to prohibit the use of e-scooters on roads with a speed limit of above 40mph for safety reasons.
- 10.3 The existing TROs in respect of bus lanes and Guildhall Square will have to be amended to permit the use of e-scooters as this would still be prohibited notwithstanding the making of the VSO.
- 10.4 Cycle tracks forming part of the highway will have to be converted into cycle lanes as the e-scooters are classified as motor vehicles and, as such, are prohibited from using cycle tracks.
- 10.5 As it is only intended to be a trial at this stage, it is proposed to seek an experimental traffic regulation order (ETRO). ETROs can last for up to 18 months and can be made permanent should the trial prove to be successful.
- 10.6 Although there is no obligation to consult with the general public before introducing an ETRO, statutory notice must be given if it is intended to make the order permanent and any person may object to the making the order permanent

within a period of six months from the date of such notice and any such objection should be taken into account when determining whether or not to make the order permanent when the ETRO expires.

- 10.7 The trial is intended to be in place for 10 months until the end of November 2021. The Direction of Regeneration has the authority to modify or suspend the Order, or any provision of it if it appears to him essential:
- (a) In the interests of the expeditious, convenient and safe movement of traffic;
 - (b) In the interests of providing suitable and adequate on-street parking facilities; or
 - (c) For preserving or improving the amenities of the area through which any road affected by the Order runs.
- 10.8 If it is proposed to place docking stations on the highway opposite private business or residential premises, the owners/occupiers of such premises should be made aware of the proposals and invited to contact the Council if they have any concerns. Under the Highways Act 1980 it is necessary to obtain consent of any person having an interest in the proposals before doing so. Notice must be given of the proposal to install the docks and the public given a period of at least 28 days to comment on the proposals. If a valid objection is received during this period any dock already installed should be removed immediately and steps taken to secure consent before reinstating the docking station.

11. Finance comments

- 11.1 Project costs associated with the development and running of the E-Scooter rental trial project will be met by Solent Transport, in accordance with the funding allocated to the trial as part of the FTZ programme. Solent Transport also fund a dedicated FTZ Project Manager dedicated to Portsmouth who is coordinating the implementation of the scheme.

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Signed by:

Appendices:

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| Appendix A | Frequently asked Questions |
| Appendix B | Voi Scheme Details |
| Appendix C | Integrated Impact Assessment / Equalities Impact Assessment |

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 |
|---|---|
| Transport Recovery Plan | https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=13236 |
| Government guidance on e-scooter trials | https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users |
| Solent Transport Joint Committee papers | https://democracy.portsmouth.gov.uk/documents/g4512/Public%20reports%20pack%2029th-Jun-2020%2011.00%20Solent%20Transport%20Joint%20Committee.pdf?T=10 |
| Portsmouth City Council e-scooter webpage | https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/e-scooters |
| Electric Scooter Trials & Traffic Signs (Coronavirus) Regulations & General Directions 2020 | The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (legislation.gov.uk) |
| Portsmouth E-Scooter Rental Trial Scheme Traffic & Transportation Committee Report (September 2020) | https://democracy.portsmouth.gov.uk/documents/s28007/Portsmouth Rental E-scooter Trial.pdf |

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

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Signed by:

Frequently Asked Questions (FAQs)

What are the micro-mobility trials?

The Department for Transport (DfT) have brought forward and extended e-scooter trials, to aid response to COVID measures, and to inform future legislation on e-scooter use.

The trials would be for up to 12 months and would provide essential insights for the council on how e-scooters contribute to the transport mix in Portsmouth, as well as learning from other local authorities and data collected by the Department for Transport (DfT).

Why have the DfT fast tracked trials?

The DfT have brought forward and expanded e-scooter trials to support a 'green' restart of local travel and to help mitigate the impact of reduced public transport capacity. The trials will help to inform future changes in legislation on e-scooter use.

The DfT see e-scooters as offering the potential for fast, clean and inexpensive travel, which will help to ease the burden on transport networks and allow for social distancing. They also offer an alternative transport mode in the long-term.

What are e-scooters?

E-scooters are designed around a traditional kick scooter but have an electric motor allowing the user to coast between 5mph (walking speed) and 15.5mph. E-scooters provide an attractive alternative for short commutes and journeys or sightseeing (~3 mile distances or less). This allows users to travel standing on the e-scooter, using the handlebar to control acceleration and braking. The e-scooters would be available on short-term hire (pay per minute), with monthly bundles available.

Who would be delivering the service?

A procurement exercise has been undertaken to identify Voi as the Council's Scheme Operator.

When would the trial begin?

If the trial is approved, Voi would introduce e-scooters to the City from mid-March in line with DfT deadlines for the trial. A low number of e-scooters would be introduced to start, increasing numbers over a few weeks in line with demand and approval from Portsmouth City Council (PCC), once comfortable with street operations. The introduction of the parking locations will also be phased at the launch stage.

How would the service be managed?

Voi will be responsible for providing, operating and maintaining the e-scooter fleet and parking racks. This includes ensuring there are systems in place to monitor e-scooters and be able to use rebalancing to ensure demand is met; operating a 24/7 service; and maintenance of e-scooters.

What are the benefits of Portsmouth participating in the trial?

Introducing a shared e-scooter rental scheme as part of a trial offers the opportunity to bring e-scooters into Portsmouth's transport mix in a small-scale, controlled, closely monitored environment. The trial would provide us with the opportunity to understand the market, user behaviour and perception of micro-mobility transport within Portsmouth by non-users and users. The trial period would also provide the opportunity to understand how e-scooters complement other transport options in the city.

Regular contact with other local authorities, particularly those in the Solent Region also running trials, will enable us to learn from trials in other areas, and where we may look to make changes to our operations.

Are PCC able to adjust operations during the trial?

Participating in the trials allows for e-scooters to be introduced to Portsmouth in a controlled manner.

PCC would have full control of the trial, and would work in partnership with Voi on how the e-scooter scheme would run. The council would have control over parking locations, the rate of deployment of e-scooters, the service area, and identification of slow speed zones. Regular contact and meetings with Voi and council officers would ensure any adjustments can be made through the duration of the trial. Voi are also able to provide data to help PCC make informed decisions on the trial.

How would the service be evaluated?

The DfT are undertaking their own evaluation of the trials. This would be shared with participating local authorities. PCC will be able to gain access to this data. This evaluation will broadly cover;

- Safety of e-scooters;
- Who is using them;
- The impact on the transport system (modal shift, integration with other transport modes);
- Public perceptions of e-scooters;
- Outcomes seen in differing areas;
- Lessons learned from implementation.

PCC is also undertaking before and after surveys, focusing on public perceptions of e-scooters and their impact on the transport system.

What is the maximum speed of scooters and how would this be controlled?

The maximum speed of an e-scooter is capped at 15.5mph. This is a requirement set by the DfT. Voi will be able to restrict speed on certain areas of the city for safety of users and non-users.

Who is able to ride an e-scooter?

As part of DfT requirements, users must hold at least a provisional driving license to ride an e-scooter (with some international licenses also accepted).

Where would e-scooters be able to ride?

The DfT have stated that e-scooters would be treated similarly to electrically-assisted pedal cycles (EPACS) as they have a similar road presence. E-scooters would therefore be allowed to ride on roads and cycle lanes but not pavements.

How do we ensure rider safety and safety of non-users?

Voi has set out how they will educate users about riding safely and appropriately, including encouraging helmet use. They have also set out measures they have to ensure safe parking, including having designated parking racks.

Voi are also able to use geo-fencing to restrict e-scooter access and/or speed on certain streets within the city centre, such as pedestrianised streets. This will improve safety in areas of high pedestrian usage.

What insurance is in place?

Voi has the DfT requirements for insurance, and are able to provide fully comprehensive motor vehicle insurance for riders.

How would hygiene be considered in response to COVID-19?

Voi has outlined a robust process and measures it has in place in response, and to address, COVID-19. These measures ensure the safety of both users and their staff. They also ensure that e-scooters will be cleaned on a regular basis and users will be reminded of guidance on hand cleansing.

How would we address e-scooters contributing to street clutter?

The approach to safe parking in PCC will be to adopt a system of designated parking racks within Mandatory Parking Zone (which instructs the user where to park) rather than a dockless system (this is where the e-scooters are left at the user's discretion). This approach will reduce street clutter. Users will incur penalties if not parked in the correct place. Generally the e-scooters have stands which ensure they are kept upright and technology can be used to identify fallen e- scooters.

How would the e-scooter scheme be advertised across the city?

The e-scooter scheme would be advertised across the city through PCC and Voi's communication channels. A communications plan has been drawn up, and PCC will work with Voi, Solent Transport and the DfT on informing and educating the public on the trial.

What is the impact on the blind and partially sighted, elderly people and those with small children? How are concerns being addressed?

Concerns have been raised by the RNIB and other national organisations around the impact of e-scooters on the blind and partially sighted. The RNIB have outlined recommendations for local authorities and e-scooter providers.

PCC and Voi recognise the need to mitigate the impact of e-scooters on this group and have addressed a number of the recommendations set out by the RNIB for introducing e-scooters. These include, but are not limited to:

- Designated parking racks within Mandatory Parking Zones for e-scooters;
- Restricting access to certain areas and slow speed zones;
- Systems in place to encourage safe and appropriate parking, with systems in place to respond to poor parking.

PCC and Voi have also engaged with local organisations in Portsmouth to discuss how their operations may affect those with sight loss.

Have the police been consulted and what are their views?

PCC, Voi and the Hampshire Constabulary will work collaboratively in the run-up and during the trial to respond to any issues or concerns.

How will the police identify between legal (rental) e-scooters vs illegal (private) scooters?

A requirement of the Council's e-scooter operator is to ensure their e-scooters are clearly identifiable and this is being developed for launch. This will make it clear to identify which e-scooter is part of the trial and which is a private e-scooter. The Voi e-scooters will also have unique vehicle ID plates.

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A woman with long dark hair, wearing a black top and a black helmet, is riding a red and black Voi e-scooter on a paved sidewalk. She is smiling and looking towards the camera. In the background, there is a classic red British telephone booth with the word 'TELEPHONE' on top. The scene is set in an urban environment with trees and buildings.

voi.

EUROPEAN LEADER
IN MICRO-MOBILITY

PCC Traffic & Transportation Report

Appendix 2



voi. Voi in numbers

2018

FOUNDED IN SWEDEN

+6m

USERS

0

CLIMATE NEUTRAL SINCE
JANUARY 2020

+30m

SAFE RIDES

50+

CITIES ACROSS
10 COUNTRIES

+85%

LIFECYCLE EMISSIONS
REDUCTION IN 2 YEARS

+500

EMPLOYEES

+20

PUBLIC TRANSPORT &
MAAS PARTNERSHIPS

4.8

USER SATISFACTION RATING
(Highest in the Industry)



2. VOI : EUROPEAN LEADER IN MICRO-MOBILITY

voi. We may be new to the UK, but we're growing fast!

Active in **10** UK cities,
growing to **21** cities by
31st March 2021 ¹

+560,000 Safe Trips

+106,000
Active Users in the UK

+3,000 E-scooters
in Operation.
+60% of the total
(4,500) scooters in
operation across the
UK

+1.2m
km travelled

**(equivalent distance from earth to
the moon and back)*

+80,000
car trips avoided on UK
roads since launch

3. VOI : EUROPEAN LEADER IN MICRO-MOBILITY

1). DfT deadline to launch e-scooter trials

READY TO WORK WITH YOU.

voi.

The Voi Advantage



SUSTAINABILITY

Only vehicle in industry to complete Life Cycle Analysis (by E&Y) - confirming **5 year lifespan for our scooters** and zero emission operations using swappable battery technology. We are proud to offer **carbon neutral mobility**.



SAFETY

Hailing from Sweden, the birthplace of Vision Zero, Voi has adopted its own VZ program, which includes initiatives to promote and incentivize safe behavior, including the **world's first virtual e-scooter traffic school**, training +500k users.



TECHNOLOGY

Sub-meter geo-location through dual band GNSS, SBAS technology and Dead Reckoning. This is implemented in our newest IoT, which we have rolled out across our fleet. We are currently undertaking **pavement rider detection trials**, in partnership with Luna Systems.



COMPLIANCE

Voi's fully integrated **driver's license screening** capability using 'state of the art'-Financial KYC-technology to ensure our riders are compliant with DfT regulations (over and above DfT requirement to include a tick box in app).



OPERATIONAL EFFICIENCY

Thanks to our city rebalancing programme, we get **40% more rides per active scooter than competition**, therefore fewer scooters required to service the same market demand



PARKING INNOVATION

To ensure cities do not suffer from poor parking and clutter, Voi is proud to have developed the **first incentivised parking system** and **rack system to be approved by a blind association**. We have co-designed UK-specific parking racks with the RNIB.



HYPERLOCAL & COLLABORATIVE

Voi is dedicated to working with you and local partners to create a truly unique service designed to solve local transport challenges.



ENFORCEMENT

Voi has developed and pioneered a range of tools to tackle anti-social behaviour, such as our **Ambassador Programme, licence plates and reporting tools** co-developed with local police forces.

voi. UK city testimonials



**Northamptonshire
County Council**

"I have been delighted with their approach, alignment with our ambitions, proactive mindset and commitment to work with local stakeholders.

I have been impressed by Voi's eagerness to work collaboratively to resolve issues as they arise. "



Ian Achurch, Head of External Funding & Partnerships, Northamptonshire County Council



**CAMBRIDGESHIRE & PETERBOROUGH
COMBINED AUTHORITY**

"Right from the outset working with Richard and the Voi family has been remarkable.

We have been impressed by Voi's hyperlocal approach; designing a service that meets the specific mobility needs of our city. Their engagement with key stakeholders, including visually impaired and police, from service design to ongoing operations has helped facilitate a successful launch of e-scooters"



Mehmet Ahmet, Transport Programme Manager at CPCA



**Birmingham
City Council**

"I found the "Voi attitude" to be refreshing.

Voi have a great team spirit and ethos that is diligent, conscientious and committed.

I can only speak highly of the can do attitude and tenacity of the team to shape the product and capabilities to suit our streetscapes and individual requirements.

Would I recommend Voi, absolutely."



Kurt Sullivan, Principal Traffic Officer, Birmingham City Council

voi. UK city testimonials



Transport for West Midlands

"We've been particularly impressed at the rate of technological and operational evolution evident since launch. This coupled with a willingness to work with regional and national organisations such as the Police, RNIB etc has led to a position of much improved confidence in the wider community."

"In Voi we have a mobility partner who will make this scheme a regional success."



Mark Collins, Innovation Integration Lead, Transport for West Midlands



LIVERPOOL CITY REGION COMBINED AUTHORITY

"Being a young dynamic company they are very responsive and quick to deliver."

"We have found Voi to be an enthusiastic, flexible, responsible and professional partner to collaborate with for our e-scooter trial."

"Voi are a great partner to choose and will give you every chance for success."



Alex Naughton, Transport Policy Officer, Liverpool City Region Combined Authority



"From the outset Voi's commitment and professional approach has shone through."

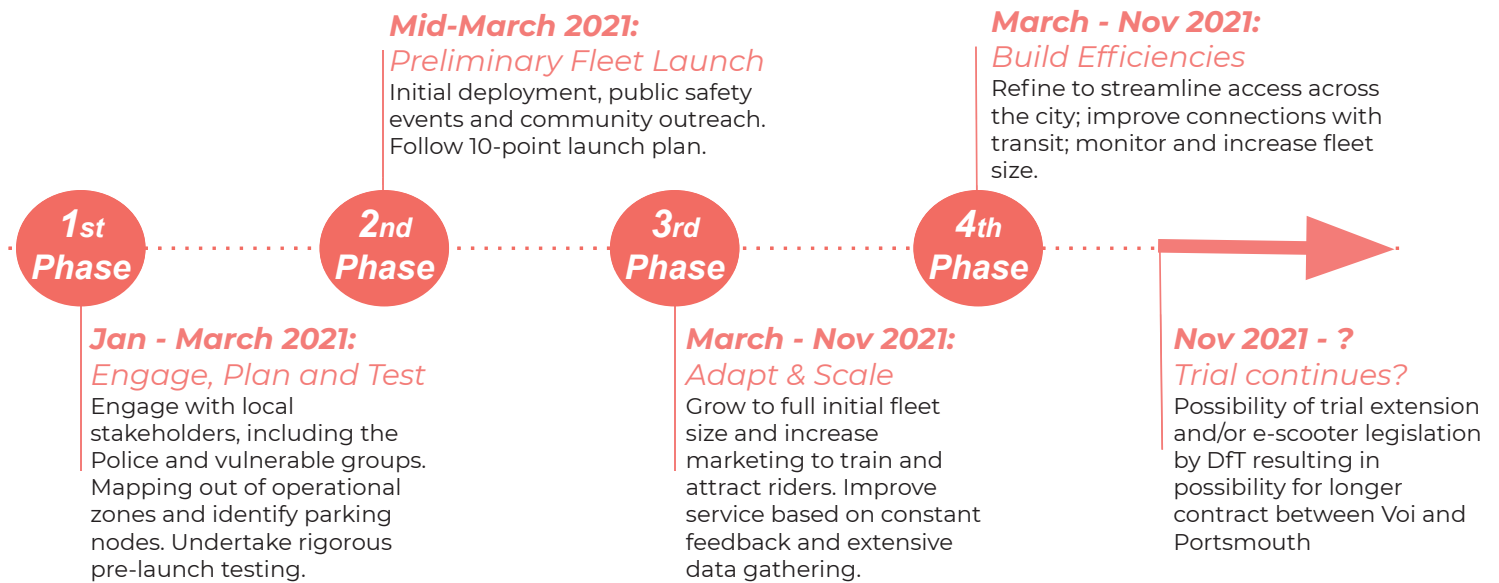
"They've made sure that they understand the differing needs of our region well and they've been flexible and adaptable in tailoring approaches to meet our transport and wider regional objectives. I've been impressed with Voi's approach so far and we're looking forward to continuing to work with them throughout the e-scooter trial period."



Jason Humm, Head of Transport, West of England Combined Authority

Mobilisation and scheme development: a phased approach

We scale responsibly and safely, based on utilisation and in close collaboration with the council with ongoing joint evaluation.



Mobilisation: Investing our UK experience

We analysed UK ride data and feedback collected from Councils and local stakeholders to develop the following 10-point launch plan, for safe and successful launches.

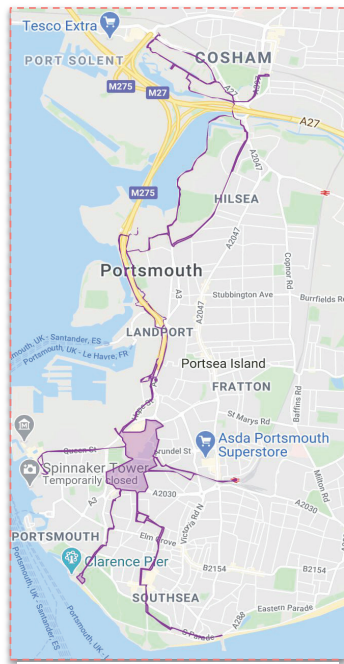
10-Point Launch Plan for Portsmouth

- | | |
|--|--|
| 01 Launch with a conservative fleet size of 100 | 06 Rebalance between 10pm-6am. |
| 02 Limited number of parking zones at launch | 07 Adapt operating window to NHS shifts |
| 03 Test-ride geofences prior to launch. | 08 Respond to hotspots. |
| 04 Limit max. speed to 10 mph in first month. | 09 Be tactical with infrastructure. |
| 05 Educate online via Voi e-driving school. | 10 Scale sensibly in line with demand |

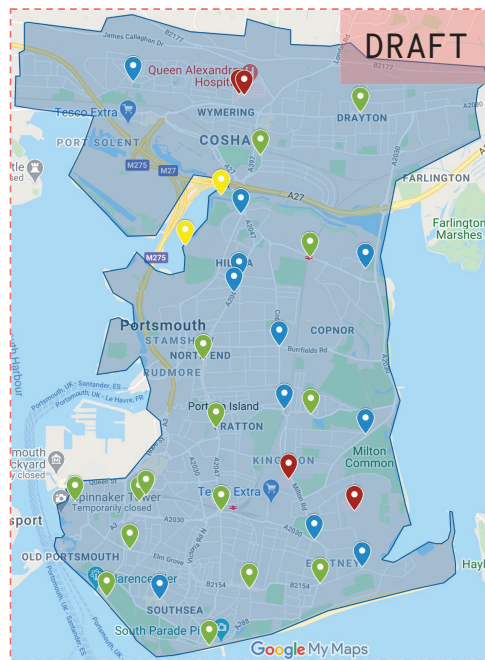
At Launch: Focus on 'essential travel' supporting travel for Key Workers to and from key points of interest (e.g. hospital to transport hub / city centre)

voi.

Preferred routes and proposed launch operating area



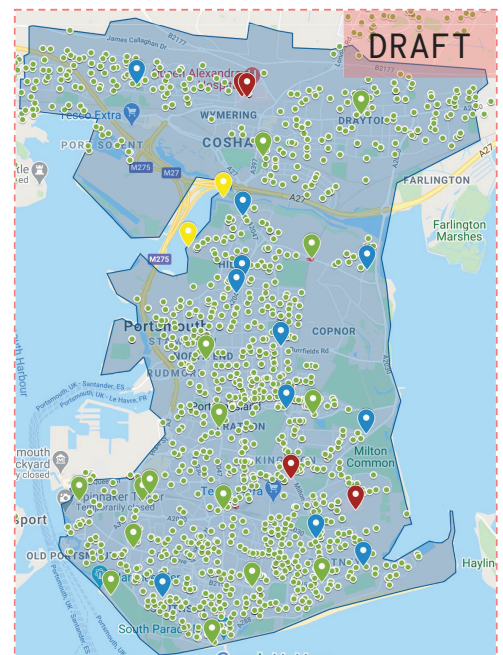
Preferred routes



Launch proposal

Parking hub key:
Green: Location agreed
Yellow/blue: Under review
Red: Hospital locations

- Servicing **all** NHS workers in Portsmouth with free rides for essential travel
- Lower e-scooter density (clutter) per km² during the launch phase to allow the public and transport providers to get familiar with the e-scooters
- More parking options → more journeys → higher adoption → **modal shift**
- Sets the scene for further phases with more e-scooters and more hubs



*NHS Workers residences and
proposed hubs*

voi. Voi's operations

Advanced geofencing for safe and responsible use

Accurate geofencing enables us to meet restrictions set by DfT and councils.

Voi uses **industry-leading GPS** and a proprietary **4G IoT** (communications module) to support geofencing.

Geofenced zones to guide safe and compliant use.



No riding zones

where users are not allowed to use the scooter (e.g. pavement, parks and cemeteries)



Slow speed zones

where speed is reduced (e.g. near bodies of water, busy areas)



No parking zones

to protect other road and urban space users (e.g. pedestrian areas, parks, pavements)



Incentivised parking zones

to guide parking to dedicated zones. Users are provided a discount when they successfully end a ride in these areas.



Mandatory parking zones

to mandate parking in certain hubs (equivalent to docking model).



Operating zone

operational area for the service and trial.

voi. Portsmouth stakeholder engagement

Voi engages with a variety of key city stakeholders

Voi regularly engages with various stakeholder groups in the Portsmouth & Solent region.

These sessions are intended to drive awareness of Voi's operations and collaborate with external stakeholders, including vulnerable groups, emergency services and landowners.

Vulnerable/equalities groups

- Engagement session with local cycling/walking groups on 20 January, positive session with representatives from Portsmouth Cycle Forum, Portsmouth Friends of the Earth, Sustrans and Cycling UK
- Update to Portsmouth Visually Impaired Action Group (VIAG) presented by PCC representative, trial information shared with Portsmouth Disability Forum and MAKE (Aldingbourne Trust); ongoing dialogue to continue

Emergency services

- Kick-off meeting held with Marcus Kennedy from Hampshire Constabulary to introduce to Voi. Recurring sessions to be arranged to drive close engagement towards the trial launch
- Introductory session held with Hampshire Fire & Rescue Service, site visit of Voi warehouse to be arranged when site confirmed

Landowners & businesses

- Stakeholder briefings being undertaken with Solent NHS Trust 8 February and previously engaged with Portsmouth Hospitals NHS Trust
- Voi & PCC presented to Portsmouth University, transport companies including Gosport Ferry & Hovertravel, Portsmouth International Port, Stagecoach South, & FirstGroup
- PCC licencing team briefing undertaken with regards to taxi/private hire trade in Portsmouth (meeting with taxi trade to be arranged shortly)

voi. **Voi E-Scooters**



Voiager 3X

Voi's current e-scooter model, the Voiager 3X, is the most advanced, safest, and sustainable e-scooter model in the market.

Voi is the first e-scooter operator to conduct a full independent [Life Cycle Analysis](#), by Ernst & Young (EY). This report verified that Voi's e-scooter have a lifespan up to 5 years and has yielded over **71% reduction in emissions since January 2019.**

13. VOI : EUROPEAN LEADER IN MICRO-MOBILITY



Voiager 3X Vehicle Spec

- 60 mile range / 5 year lifespan
- Max speed 15.5mph / 500W power / 15% slope
- Swappable battery
- Beacon to show availability
- Double hydraulic suspension for smoother rides
- Dual kickstand
- Dual Braking system
- 4G connection for faster unlocking/locking.
- Advanced GPS

DfT Compliant

Voi has submitted applications for a Vehicle Special Order (VSO) to the Department for Transport (DfT) for 3 e-scooter models, which have **ALL been approved**.



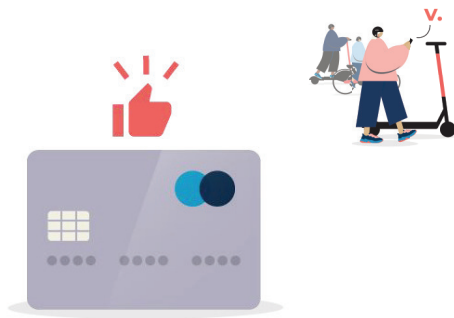
voi. Physical infrastructure

- Voi strongly supports the installation of physical infrastructure at Portsmouth mandatory parking hubs. This includes parking racks and floor vinyls.
- Why use parking racks or floor vinyl?
 - **Positive effect of parking behaviour** (*improve parking compliance by up to 65%*)
 - **Visibility is key** (*Users willing to walk extra meters when parking racks easily visible*)
 - **Non-users show a positive attitude** towards parking racks (*surveys conducted by Norwegian Institute of Transport Economics*)
- **Voi to cover ALL infrastructure costs required in Portsmouth to ensure e-scooter parking meet your requirements**

14. VOI : EUROPEAN LEADER IN MICRO-MOBILITY



voi. Pricing model



Pay-as-you-go

£0.99 to unlock
£0.14/minute.

Subscription Packages

Day Pass: £5
Monthly Pass: £40

Voi-4-All

Monthly Pass: £10.00 (75% discount)

Voi Students

Monthly Pass: £32.00 (20% discount)

Voi Heroes

Free travel for all NHS / emergency
service workers throughout
lockdown (75% discount thereafter)

Voi for Business

Volume discounts via B2B platform

Voi Cardless

Gift-cards available at distribution points

At Voi we're democratising mobility with a range of inclusive and accessible price plans. Unlimited travel for as low as £1.83/day (or 46p/day for low income users)

15. VOI : EUROPEAN LEADER IN MICRO-MOBILITY



Health & Safety

We invest heavily in **educating users** and **fostering safe adoption**.



Education - Voi has invested over £1.5m training riders via the world's first accredited e-scooter training school. +500k users have passed the test. Voi will **invest +£70k on incentives** to get riders to pass the test in Portsmouth. Voi partners with lam RoadSmart and AA on rider training.



Rider Screening - Voi's fully integrated **driver's license screening** capability using 'state of the art'-Financial KYC-technology to ensure our riders are compliant with DfT regulations (over and above DfT requirement to include a tick box in app)



Insurance - Voi to provide **fully comprehensive** motor vehicle insurance for riders (over and above DfT requirements for 3rd Party Liability cover)



Awareness campaigns & community engagement -

Voi to **invest +£27k on advertising initiatives** to promote safe riding and parking. Voi will invest **+£32k to host monthly safety events** in Portsmouth to engage with local communities via our Voi Club. We welcome joint communication with the CA:



Drunk rider prevention - Voi is developing the world's first

in-app **drunk rider prevention system**. The feature (that includes a series of puzzles to complete by the rider) will be operational during evenings and weekend and is being piloted to reduce drunk users from using the service.



Free helmets - Riders can request a free helmet any time from Voi. Pick up locations will be spread across each city we operate in to ensure everyone has access to a helmet. **Voi will distribute 5,000 free helmets throughout Portsmouth during this trial.** Users will also receive a discount for wearing a helmet via the **"helmet selfie"** feature on the app.

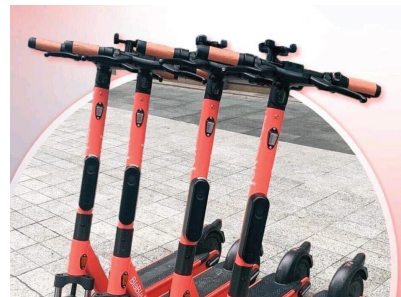
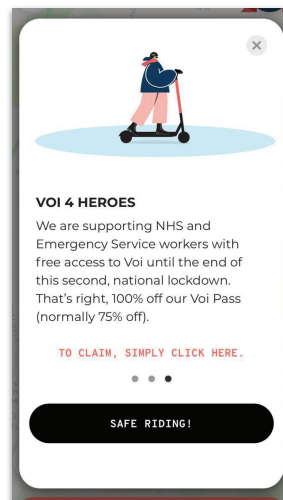
Stringent sanitary measures for COVID-19

During the COVID outbreak, Voi immediately implemented strict sanitary measures to mitigate contagion risks for our users and employees.

We are proud to have maintained a fully operational service, to help facilitate safe travel, particularly for key workers.

This has been a huge success, illustrated by an average utilisation rate of >7.7 rides per vehicle per day in Liverpool during lockdown.

17. VOI : EUROPEAN LEADER IN MICRO-MOBILITY



Anti-microbial handlebars

We currently affix Shieldex® Copper-Tape tape on our handlebars. Exposure to copper inactivates 99.98% of Coronaviruses in minutes irreversibly. All of our V4 e-scooters will have built in antimicrobial handlebars.

Ensured service hygiene protocols reduce risk of contagion.

- Scooters are disinfected 2x a day
- Operational teams wear mandatory PPE (masks & gloves)
- In-app COVID-19 information.
- Parking racks equipped with hand sanitiser dispensers



Supporting key workers and local businesses

- Free rides for NHS and Emergency Service workers (Voi-4 Heroes)
- Support for local business and restaurant delivery.
- #WeAllMove. Voi is the official partner with the World Economic Forum, supporting safe recovery across Europe.



Through our unmatched experience in the UK, we have developed a range of tools to tackle anti-social behaviour, and prevent the misuse of our e-scooters.

A photograph of three men standing in front of a building entrance. The man on the left is a police officer in a dark uniform. The man in the center is wearing a dark suit and is standing next to a red and black electric scooter. The man on the right is wearing a dark jacket over a white shirt and blue jeans. The building entrance features a glass door and a circular glass feature. There are purple circular signs on the glass door with text in German. The ground is paved with grey tiles and has some purple circular markings.



-



-

- Anyone can report a wrongly parked scooter or risky behaviour using their phone or online support channels.
- All e-scooters are equipped with unique registration numbers to enable easy reporting
- Users receive a £25 fine for parking outside of the operational zone.

#citiesforpeople #getmagicwheels #carbonneutral

voi.

Voi actively supports the United Nations



SUSTAINABLE
DEVELOPMENT GOALS

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:

- Communities and safety
- Regeneration and culture
- Environment and public space
- Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent E-scooter Rental Trial, Portsmouth sub-project

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) were successful in securing Future Transport Zone (FTZ) funding from the DfT. While the original (FTZ) programme did not include an e-scooter project, it has been brought in to support restart to travel following COVID-19 restrictions and the government's fast tracking of rental e-scooter trials.

Portsmouth City Council and Solent Transport partners recently responded to a consultation from the Department for Transport which will inform the proposed trials. Portsmouth City Council also responded to the DfT's Future of Transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and Mobility as a Service (MaaS).

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Stakeholder engagement has been undertaken as part of the development of the trial and will be ongoing throughout the trial. This has informed a number of changes for the trial and how the e-scooters will operate along with rider education. As the e-scooter project is a trial it will be introduced under an experimental traffic order and the first 6 months following scheme implementation will form the formal consultation period.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?

☐☒

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?

☐☒

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

E-scooter rental allows residents that meet the entitlement criteria to have access to a sustainable modes of travel, and provide access to essential services and facilities such as hospitals, retail, universities, public transport routes and council offices, enabling all residents, especially those on low incomes, to use an affordable mode of transport and to use it more often, improving their access to a range of basic necessities such as health care and shops and reducing social isolation. The trial will enable social inclusion benefits for residents by allowing them greater freedom to travel.

How are you going to measure/check the impact of your proposal?

The operator, working with the Council, will monitor the level of e-scooter travel within the city.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

E-scooter travel allows residents (especially those on low incomes) improved access to services, facilities and social networks by using rental e-scooter services;

- promoting social inclusion;
- providing greater freedom to access shops, services, amenities, and work;
- freedom to access healthcare and freedom to visit family and friends.

Voi, the Council's scheme operator, has a pricing structure option that gives users from low income groups unlimited monthly travel passes (VoiPass) at a 75% discount. This initiative was developed with the aim of making the service as affordable and inclusive as possible and to improve access to employment, education and healthcare.

How are you going to measure/check the impact of your proposal?

Passenger numbers of VoiPass members Portsmouth along with E-scooter mileage in the city.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Age, disability and pregnancy and maternity are the specific protected characteristics known to be affected through being more vulnerable when sharing paths with e-scooters, through reduced awareness of their presence and/or ability to move and allow them

to pass as required.

Measures which will be taken from scheme launch to minimise impacts include:

- lower speed limit of 10mph for launch of scheme during the first month
- Modest e-scooter fleet size at the beginning of the trial, with 75 - 100 e-scooters across the city;
- geo-fencing routes with no ride and go-slow zones speeds,
- use of horns/bells, lights/indicators/hand signals and ensuring users undertake training.
- On-board sensors detect fallen scooters, thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.
- All e-scooters are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups.
- Ongoing engagement and feedback from relevant stakeholders .

Voi work in partnership with the RNIB and can run campaigns to raise awareness and educate users about parking safely/considerately for others.

Voi has launched the world's first e-scooter training school, RideLikeVoila in collaboration with the AA and Drivetechnology, teaching users to ride and park in accordance with local regulations. They have updated the Portsmouth traffic school to include questions that drive awareness of vulnerable groups and will continue to do this, in line with local feedback.

In addition, the scheme operator Voi is about to commence a 12 month project with Warwick University to define an Acoustic Vehicle Alert System (AVAS) for e-scooters. The team will conduct a thorough analysis to inform product development. Voi's research will address several important questions including the effect of artificial e-scooter sounds on rider and pedestrian behaviour (including the visually impaired), as well as the relevant impacts if some scooters have sound and others don't. It will also investigate use of a dynamic sound which adjusts based on the environment e.g. background sounds and travelling speed of the scooter. These findings will directly impact the types of scooters which will be deployed over the trial by PCC.

How are you going to measure/check the impact of your proposal?

A full trial will be undertaken for the e-scooters launching in March. Throughout the trial the Full EIA will be continuously updated with information / data that has been collected and actions taken to mitigate any negative impacts.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

E-scooters are more sustainable and less polluting than the private car. This scheme provides an alternative mode of transport to the private car for all who qualify, allowing them to travel for a low cost around the city.

How are you going to measure/check the impact of your proposal?

The operator will collect quantitative and qualitative data throughout the trial to measure the impacts of the scheme in terms of e-scooter usage and modal shift.
The Council will also be undertaking its own before and after survey to better understand some of the impacts of the scheme, including modal shift.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Travel by E-scooter is less polluting than traveling in individual, privately owned cars. By reducing the amount of emissions from transportation in a dense urban areas like Portsmouth, E-scooters can help to reduce emissions, to meet air quality standards, and to decrease the health risks of poor air quality for our residents.

How are you going to measure/check the impact of your proposal?

The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team.

The operator will undertake quantitative and qualitative surveys throughout the trial, that will help better understand the impact on modal shift. Similarly, PCC will undertake a survey to understand the impact of the scheme upon travel behaviour.

Voi is currently operating in 10 UK cities and across all schemes have seen over 500,000 e-scooter trips. Based on their data collection in these cities they estimate that 80,000 car trips have been avoided on UK roads since launch. Similar data will be collected for the Portsmouth trial.

As part of the wider Solent Transport trial we can look to the Isle of Wight scheme as an indication of the level of modal shift we might expect. The IOW scheme launched with 25 e-scooters in Newport during the lockdown period in November / December 2020, since expanding the scheme to 76 e-scooters in Newport and Ryde. Due to lockdown, the scheme has been focusing on supporting NHS staff and emergency service workers with free / subsidised travel. By the end of January 2021 over 5000 journeys had been made with over 32,000km travelled. Portsmouth would hope to see a similarly proportionate level of uptake and relative decrease in private vehicle miles.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The scheme will provide an additional transport option for residents, workers and visitors to Portsmouth. It is anticipated that the scheme will increase the proportion of journeys made by sustainable transport in the city, but the data collected within the trial will enable this to be assessed. The operator has a number of measures and initiatives in place to mitigate the impact on highway safety and there will be collaborative working between the council, the operator and the Police on such matters during the trial.

How are you going to measure/check the impact of your proposal?

Surveys and data collected by the Operator and the Council will enable an assessment of the impact on modal shift. Data collection and engagement will also inform the highway safety impact of the project.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?

☐☒

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?

☐☒

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project will include a Portsmouth based team that will be responsible for e-scooter operations within the city. This includes warehouse based staff and people out in the field rebalancing the e-scooters, swapping batteries and dealing with any technical issues. The scheme operator is committed to employing locally for these roles.

How are you going to measure/check the impact of your proposal?

Confirm number of employees once scheme is in place and proportion that have been employed locally.

Q8 - Who was involved in the Integrated impact assessment?

Chi Sharpe
Richard Lancaster
Hayley Chivers
Gina Perryman

This IIA has been approved by: Pam Turton

Contact number: 023 92 834614

Date: 21/02/2021

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent E-scooter Rental trial, Portsmouth sub-project

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

Lead officer

Richard Lancaster

People involved with completing the EIA:

Hayley Chivers
Chi Sharpe
Richard Lancaster

Introductory information (Optional)

All electric scooters (e-scooters) are illegal to ride on public land in the UK, they are only legal to use on private land.

Enforcement of the law for e-scooters is responsibility of the Police and local transport authorities do not have these powers.

As part of a review into their legalisation the Department for Transport (DfT) are permitting a number of regulated trials of rental e-scooters.

Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) were successful in securing Future Transport Zone (FTZ) funding from the DfT. While the original (FTZ) programme did not include an e-scooter project, this has been brought in to support restart to travel following COVID-19 restrictions and the government's fast tracking of rental e-scooter trials.

Step 1 - Make sure you have clear aims and objectives

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

DfT trials will be specifically for rental e-scooters only. Private e-scooter use will remain illegal, even in trial areas. DfT have made changes to legislation to regulate rental e-scooters.

The DfT's intention is for trials for up to 12 months and they need to commence by 31st March 2021. There are specific requirements for any DfT e-scooter trial in terms of vehicle specification and users who will be required to be registered and hold a valid driving licence. DfT also recommend that providers offer training courses to users (and have indicated that proposals around user training may be a factor in their process of decision making/ permitting of trials).

The e-scooters will in the most part be treated in a similar way to electrically assisted pedal cycles (e-bikes), travelling at a similar speed. Wearing helmets would not be mandatory and the e-scooters would be allowed on road, in cycle lanes and tracks. Trial e-scooters will not be permitted on pedestrian-only pavements. The local transport authority may determine any specifically restricted routes or routes with speed restrictions. Many e-scooters have "geofencing" capabilities preventing them from being ridden in certain areas (if designated) and/or allowing enforcement of lower speed limits in designated areas. It is understood DfT will be engaging with national police bodies and disability groups such as the visually impaired.

The Solent trial has up to 4 sub-projects; Portsmouth, Winchester, Isle of Wight and Southampton.

Managing user behaviour will form part of the project proposal and we will continue to engage with the Police to inform them about our trial, seek their feedback, and ensure they are clear, once a trial begins, about which scooters are permitted and which ones remain illegal.

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

The introduction of e-scooters may have a detrimental impact on disabled pedestrians with visual, hearing and / or mobility impairments as e-scooters will be able to travel on shared use paths and do

not make much noise to draw attention to them approaching of speeds up to 15.5mph.

What outcomes do you want to achieve?

Introduction of an attractive and safe trial of rental e-scooters in the city.

What barriers are there to achieving these outcomes?

User behaviour will impact the safety of the scheme and will need to be carefully monitored.

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) look at population profiles, JSNA data, surveys and patient and customer public engagement activity locally that will inform your project, national studies and public engagement.

Market testing has been undertaken with e-scooter suppliers to understand their offer and experience. Case studies of schemes across the world. As this is a trial it forms part of overall data gathering to inform future policy decisions.

Using your existing data, what does it tell you?

Docked schemes would help prevent obstructions of the pavement by e-scooters. It is possible to restrict use of e-scooters by geo-fencing. Go slow zones can be implemented where there is concerns about conflict.

Step 3 - Now you need to consult!

Who have you consulted with?

Solent Transport has liaised with the regional Police.

If you haven't consulted yet please list who you are going to consult with

MAKE Aldingbourne enterprise Private Vehicle Hire

PCC has liased with Local Bus operators, Rail operators, Independent taxi trade and walking and cycling interest groups.
Portsmouth Police Service.
Hampshire Fire Service
Visually Impaired Action Group (VIAG)
Portsmouth Disability Forum representatives
Hospitals - Queen Alexandra / St Mary's / St James's

Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys

The majority of the meetings have taken place via online meetings. The project team will commence face-to-face engagement with stakeholders when a change to existing restrictions allows.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, gender reassignment, religion or belief, sexual orientation, sex, pregnancy and maternity, marriage or civil partnerships and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

Ethnicity or race

None known

Gender reassignment

None known

Age

Young children and older people may be more vulnerable to sharing paths with e-scooters due to

reduced lack of awareness, and/or ability to move and allow them to pass as required. Under 17s are unable to qualify for a rental e-scooter as the minimum age set by government legislation is 18 with a provisional drivers license.

Disability

Those with visual, hearing or mobility impairments may be impacted through sharing paths with e-scooters through reduced awareness of their presence and/or ability to move and allow them to pass as required.

Religion or belief

None known

Sexual orientation

None known

Sex

None known

Marriage or civil partnerships

None known

Pregnancy & maternity

There may be a detrimental impact to pregnancy and maternity with e-scooters sharing paths with heavily pregnant individuals who are less able to move and let e-scooters pass as required and those using prams less able to maneuverer to let e-scooters pass.

Other socially excluded groups or communities

None known.

Note: Other socially excluded groups, examples include, Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

☐ Yes

☒ No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

For more help on this element of tackling poverty and needs assessment contact Mark Sage: email:mark.sage@portsmouthcc.gov.uk

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

Please summarise any potential impacts this will have on specific protected characteristics

Age, disability and pregnancy and maternity are the specific protected characteristics known to be affected through being more vulnerable when sharing paths with e-scooters.

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

☒ **Yes** ☐ **No**

If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?

Ongoing engagement with relevant stakeholders will help to inform how to mitigate this.

Geo-fencing routes, restricting speeds in certain locations, use of horns/bells, lights/indicators/hand signals and ensuring users undertake training forms part of the strategy to mitigate impacts.

Our supplier Voi is about to commence a 12 month project with Warwick University to define an Acoustic Vehicle Alert System (AVAS) for e-scooters. The team will conduct a thorough analysis to inform product development. Voi's research will address several important questions including the effect of artificial e-scooter sounds on rider and pedestrian behavior (including the visually impaired), as well as the relevant impacts if some scooters have sound and others don't. It will also investigate use of a dynamic sound which adjusts based on the environment e.g. background sounds and travelling speed of the scooter. These findings will directly impact the types of scooters which will be deployed over the trial by PCC.

Voi and the RNIB will work in partnership to run a campaign to raise awareness and educate users about parking safely/considerately for others.

On-board sensors detect fallen scooters, thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.

All e-scooters are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse the scooters and pose risks to vulnerable/disability groups.

Voi launched the world's first e-scooter training school, RideLikeVoila in collaboration with the AA and Driveteach, teaching users to ride and park in accordance with local regulations. They have updated their traffic school to include questions that drive awareness of vulnerable groups and will continue to do this, in line with local feedback.

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on and how any engagement shapes your recommendations.

We are not in a position to make a recommendation until the e-scooter rental trial consultation has been completed. As the e-scooter rental scheme is being introduced as a trial, it will be introduced under an experimental traffic order with the first 6 months of the scheme being in place forming the consultation period.

What changes or benefits have been highlighted as a result of your consultation?

To be determined.

If you are not in a position to go ahead what actions are you going to take?

(Please complete the fields below)

Action

Ongoing engagement with identified stakeholder groups prior to and during the e-scooter trial

Timescale

March - November 2021

Responsible officer

Richard Lancaster

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

10 month trial which will be continually monitored and reviewed throughout. This document will be updated consistently throughout the trial.

Step 7 - Now just publish your results

This EIA has been approved by: Pam Turton

Contact number:

023 92 834614

Date:

21/02/2021

PCC staff-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

CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your full EIA. Email: sehccg.equalityanddiversity@nhs.net

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Agenda Item 4

| | |
|-------------------------------|--|
| Title of meeting: | Cabinet Member for Traffic and Transportation Decision Meeting |
| Date of meeting: | 25 th February 2021 |
| Subject: | Casualty Statistics Analysis Report |
| Report by: | Tristan Samuels, Director of Regeneration |
| Wards affected: | All |
| Key decision: | No |
| Full Council decision: | No |

1. Purpose of report

- 1.1 The purpose of this report is to document the number of road collisions and casualties in the city for the year (01/01/19 - 31/12/2019), the data is contained in Appendix A. The 2019 statistics (STATS 19) are the most recent full set of road traffic accident available from the Department for Transport.

2. Recommendations

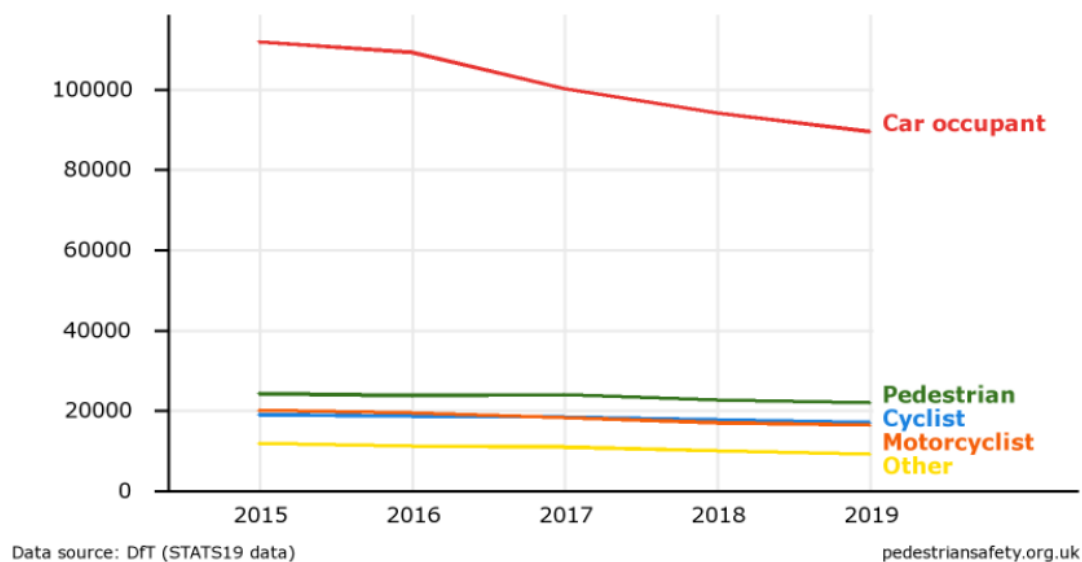
It is recommended that:

- (a) Future road safety infrastructure projects are selected using the Annual Casualty Report as a recognised source of data to prioritise schemes to align with or determine the available budget.
- (b) The Annual Casualty Report will be used alongside the results of speed surveys, stakeholder correspondence and requests and anecdotal evidence from surveys completed at behavioural change and enforcement events to prioritise schemes to align with or determine the available budget.

3. Background

- 3.1 National Picture - The total number of people injured or killed on Great Britain's roads over the last 5 years 2015-2019 are shown below:

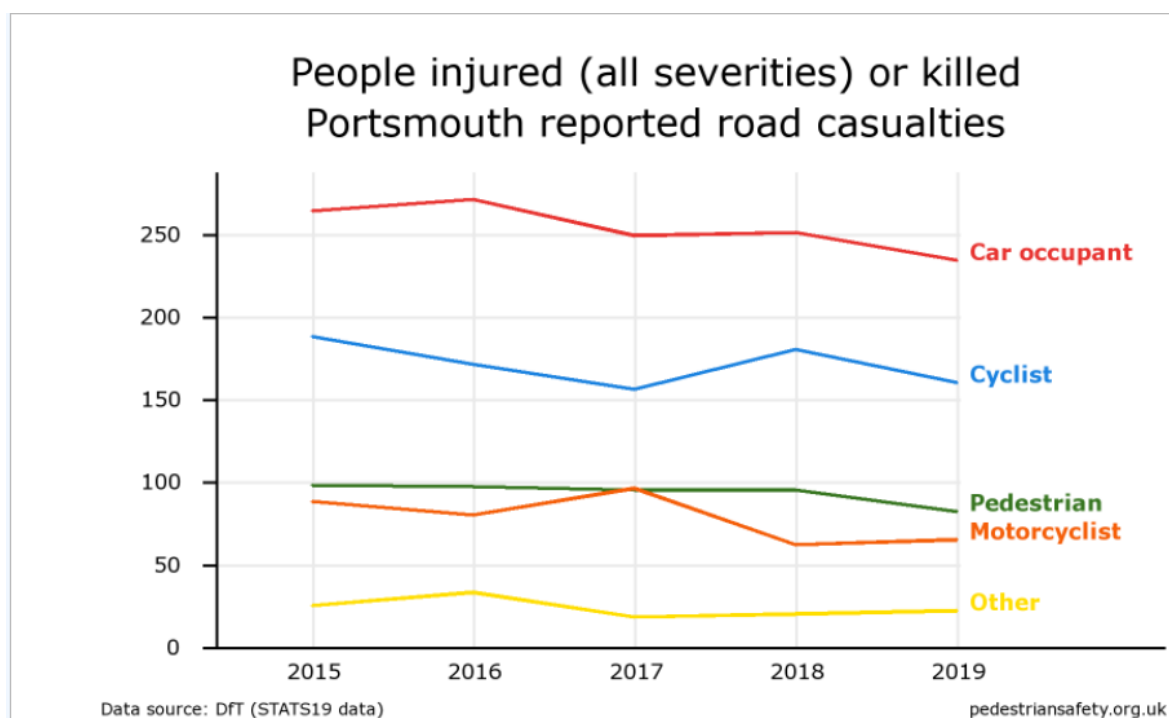
People injured (all severities) or killed Great Britain reported road casualties



| Great Britain reported road casualties: People injured (all severities) or killed | | | | | | |
|---|------------|---------|--------------|--------------|-------|--------|
| Year | Pedestrian | Cyclist | Motorcyclist | Car occupant | Other | Total |
| 2015 .CSV | 24061 | 18844 | 19918 | 111707 | 11659 | 186189 |
| 2016 .CSV | 23550 | 18477 | 19297 | 109046 | 11014 | 181384 |
| 2017 .CSV | 23805 | 18321 | 18042 | 100082 | 10740 | 170990 |
| 2018 .CSV | 22432 | 17550 | 16818 | 93979 | 9811 | 160590 |
| 2019 .CSV | 21770 | 16884 | 16224 | 89331 | 8944 | 153153 |

Source: [Road casualty analysis \(pedestriansafety.org.uk\)](https://www.pedestriansafety.org.uk/road-casualty-analysis)

road over the last 5 years are shown below:



| Portsmouth reported road casualties: People injured (all severities) or killed | | | | | | |
|--|------------|---------|--------------|--------------|-------|-------|
| Year | Pedestrian | Cyclist | Motorcyclist | Car occupant | Other | Total |
| 2015 .CSV | 98 | 188 | 88 | 264 | 25 | 663 |
| 2016 .CSV | 97 | 171 | 80 | 271 | 33 | 652 |
| 2017 .CSV | 95 | 156 | 96 | 249 | 18 | 614 |
| 2018 .CSV | 95 | 180 | 62 | 251 | 20 | 608 |
| 2019 .CSV | 82 | 160 | 65 | 234 | 22 | 563 |

Source: [Road casualty analysis \(pedestriansafety.org.uk\)](https://pedestriansafety.org.uk/road-casualty-analysis/)

3.3 Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to “prepare and carry out a programme of measures designed to promote road safety... must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.”

3.4 Statistics on road safety in Great Britain are mostly based on accidents reported to the police through the STATS19 system. This system allows police forces to report all personal-injury accidents to the department. It does not collect any information about damage-only accidents. Information on STATS19 can be found in the report form and the guidance document used by the police when completing the form. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported. The STATS19 data are therefore not a complete record of all injury accidents and this should be kept in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

3.5 Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect, pain, grief and suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries. In addition to casualty related costs for each accident there are also costs related specifically to accidents, comprising of damage to property, police costs, and the costs of insurance administration. The value of each of these cost elements is determined separately and then combined to produce overall values of costs per casualty for different levels of severity

3.6 The cost of fatal and non-fatal casualties in 2019 is tabulated below:

Department for Transport statistics

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019>

RAS60003

**Total value of prevention¹ of reported accidents by severity² and cost element:
GB 2019**

£ million (2019 prices)

| Accident severity | Cost Elements | | | | | | Total |
|---|------------------------|-----------------------|---------------|------------------------|---------------------|--------------------|---------------|
| | Casualty related costs | | | Accident related costs | | | |
| | Lost output | Medical and ambulance | Human costs | Police costs | Insurance and admin | Damage to property | |
| Fatal | 1,238 | 12 | 2,439 | 37 | 1 | 22 | 3,748 |
| Serious | 702 | 422 | 4,790 | 60 | 5 | 144 | 6,124 |
| Slight | 335 | 142 | 1,595 | 61 | 13 | 334 | 2,480 |
| All injury accidents | 2,275 | 576 | 8,823 | 158 | 19 | 500 | 12,351 |
| Damage only accidents | 0 | 0 | 0 | 79 | 121 | 4,203 | 4,403 |
| Non-fatal accidents not reported to the police ³ | 2,077 | 1,096 | 12,401 | 0 | 42 | 1,081 | 16,698 |
| All accidents | 4,353 | 1,672 | 21,225 | 237 | 182 | 5,783 | 33,452 |

1 The costs were based on 2019 prices and values

The costs are based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property.

The human costs are based on the 'willingness to pay' principle. More information is provided in

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2019 data

3 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

3.7 The cost per accident in Great Britain in 2019 is tabulated below:

Department for Transport statistics

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019>

RAS60001

**Average value of prevention¹ per reported casualty and per reported road accident²:
GB 2019**

| Accident/casualty type | £ (2019 prices) | |
|----------------------------|-------------------|-------------------|
| | Cost per casualty | Cost per accident |
| Fatal | 2,029,237 | 2,260,633 |
| Serious | 228,029 | 261,498 |
| Slight | 17,579 | 26,840 |
| Average for all severities | 76,267 | 105,156 |
| Damage only | - | 2,425 |

1 The costs were based on 2019 prices and values

2 The number of reported road accidents were based on 2019 data

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

Last updated: 30 September 2020

Next update: September 2021

Telephone: 020 7944 6595

Email: roadacc.stats@dft.gov.uk

[Notes & Definitions](#)

For further information on Transport Analysis Guidance - WebTAG, see: <https://www.gov.uk/government/publications/tag-data-book>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf

3.6 Portsmouth City Council allocates capital and revenue funding on an annual basis to facilitate safe travel of all forms across the city. There is an annual prioritised program of new construction and improvements to existing network conditions, road safety campaigns and school education which will use the data contained in the Annual Casualty Report with the aim of preventing further accidents and casualties.

3.7 It is very difficult to quantify the cost of accidents that have been prevented because those the accidents haven't taken place. . The total cost of accidents that happened in Portsmouth in 2019 is tabulated below:

| 2019 Accident Cost Breakdown | | | |
|------------------------------|--------|-----------------------|----------------|
| Accident Severity | Number | Cost per accident (£) | Total Cost (£) |
| Fatal | 1 | 2,260,633 | 2,260,633 |
| Seriously Injured | 113 | 261,498 | 29,549,274 |
| Slight | 449 | 26,840 | 12,051,160 |
| | | | |
| Total | 563 | | 43,861,067 |

The aim of the Casualty Statistics Report is to provide an evidence base to ensure that funding is targeted to the groups and types of casualties that are most at risk in order to prevent as many accidents as possible.

4 Data evaluation results resulting in common themes

4.1 The following common themes can be identified in the Casualty Statistics Report:

- Motor vehicles remain the most common vehicle type involved in road traffic collisions on Portsmouth's roads, with riders of pedal cycles and motorcycles the next highest risk group
- Males account for the vast majority of casualties resulting from road traffic collisions
- Females account for the majority of casualties that occur as passengers in vehicles
- Males are more than twice as likely to be driving a vehicle involved in a collision than females
- The vast majority of road traffic collisions happen on single carriageway roads, and during daylight hours
- Younger drivers and riders remain at the highest risk of being involved in a road traffic collisions, especially those aged 20-29
- Failure to look properly, and poor individual decision making over speeds to drive vehicles at, or the speeds that other vehicles are travelling at, and poor manoeuvres are the leading identifiable causes of road traffic collisions in the city. This pattern of behaviour is also reflected in the national data, failure to look properly was the most frequently reported contributory factor and was reported in 37 per cent of all accidents reported to the police in 2019. For fatal accidents, the most frequently reported contributory factor was again failed to look properly. This was reported in 25 per cent of fatal accidents.

For accidents where a pedestrian was injured or killed, pedestrian failed to look properly was reported in 48 per cent of accidents and pedestrians taking unnecessary risks e.g crossing into live traffic or not using an engineered crossing point or in was reported in 17 per cent of accidents.

Exceeding the speed limit was reported as a factor in 6 per cent of all accidents, but these accidents involved 15 per cent of fatalities. At least one of exceeding the speed limit and travelling too fast for the conditions was reported in 12 per cent of all accidents and these accidents accounted for 24 per cent of all fatalities.

62 per cent of fatalities in reported road accidents also had driver or rider error or reaction (which includes failing to look properly, loss of control and poor turn or manoeuvre) reported as a contributory factor leading to the accident.

- Older drivers (70+) account for the lowest age range of drivers involved in road traffic collisions, however remain potentially more likely to sustain serious or fatal injuries in collisions due to potentially greater frailty
- It is essential that the Council continues to develop its analytical and targeted approach to road safety, as those in most need of prevention services often do not demand these services. For example, young male drivers can be seen to be at particular risk of being involved in road traffic collisions, but could be potentially the least inclined to access road safety service interventions (eg educational programs) themselves.
- Increasingly user friendly software and analytical display techniques need to be developed and designed to highlight road safety issues in the city more easily, and to enable self-service for residents and councillors where appropriate. Accsmap has replaced Keynote as the casualty and collision tracking software currently used, which has been a positive step forward in enabling easier monitoring. Newer road safety software is now being transitioned to by numerous road safety authorities around the country (CRASH), and this is currently under investigation for adoption by PCC.
- Residents in lower Indices of Multiple Deprivation (IMD) are likely to remain at a higher risk of being involved in a collision

4.2 As a result of this report future behavioural and engineered road safety campaigns and schemes will seek to achieve progress in the following areas:

- Continue to reduce the total casualty and collision figures in Portsmouth;
- Improve infrastructure for pedestrians and cyclists travelling in Portsmouth;
- Encourage lower speeds enabling vulnerable road users to travel sustainably with confidence;
- Meet the requirements of the Local Transport Plan 3 and 4;
- Improve the habitability of the area for residents to encourage and increase the use of sustainable modes of transport;
- Promote individuals health and wellbeing.

The results of the data evaluation identifying trends in casualty data will be awarded a weighting in the prioritisation of schemes to ensure investment is concentrated on sites with predominant trends

5. Integrated Impact Assessment

5.1 Included with this report.

6. Legal implications

6.1 As referred to in the body of the report, the recommendation is consistent with the Council's specific statutory duties in relation to the preparation and carrying out of a programme of measures designed to promote road safety which are set out in Section 39(2) and 39(3) of the Road Traffic Act 1988.

7. Director of Finance's comments

7.1 There are no direct financial implications as a result of approving the recommendations within this report.

7.2 It is intended that the annual casualty report is used, alongside speed surveys, to help inform the schemes that are prioritised when bidding for external funds and corporate resources.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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 |
|-------------------------------------|--|
| Road Casualty Analysis | www.pedestriansafety.org.uk |
| Department for Transport statistics | www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019 |
| | |

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

.....
Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation

Road Safety Annual Report

Safer Travel Team

Jan 01 2019 - Dec 31 2019

www.portsmouth.gov.uk

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| Appendix 1 - Total Casualty Data by number of incidents per road and year - Portsmouth | |

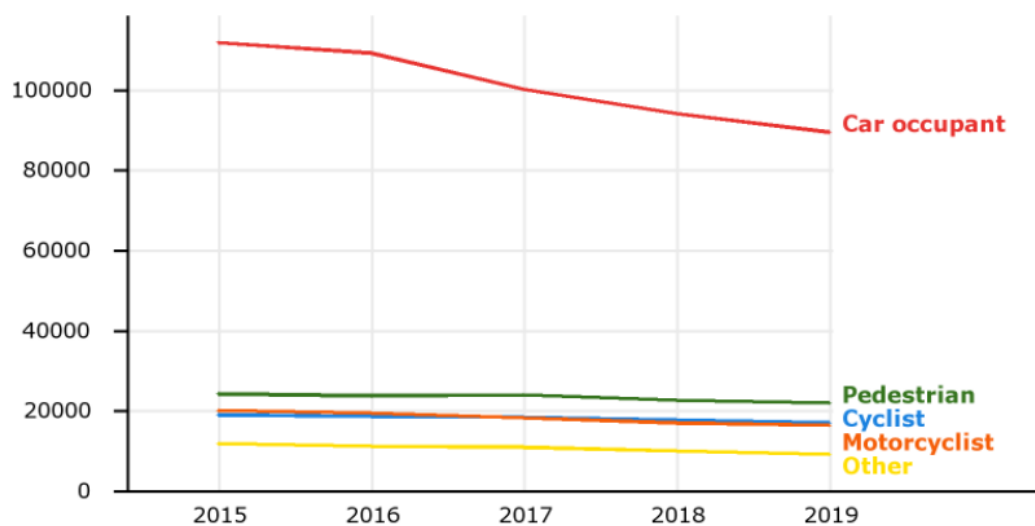
1. Introduction

- 1.1. The content of the report provides a statistical breakdown of the number of casualties in the Portsmouth City Council boundaries in 2019 showing comparison with national figures and between different types of user. The purpose of the report is to provide statistical analysis that will be given a weighting in the prioritisation of road safety schemes and behavioural change campaigns.
- 1.2. Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to “prepare and carry out a programme of measures designed to promote road safety... must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.”

2. National and Local Overview

- 2.1. The total number of people injured or killed on Great Britain's roads over the last 5 years 2015-2019 are shown below:

People injured (all severities) or killed
Great Britain reported road casualties



Data source: DfT (STATS19 data)

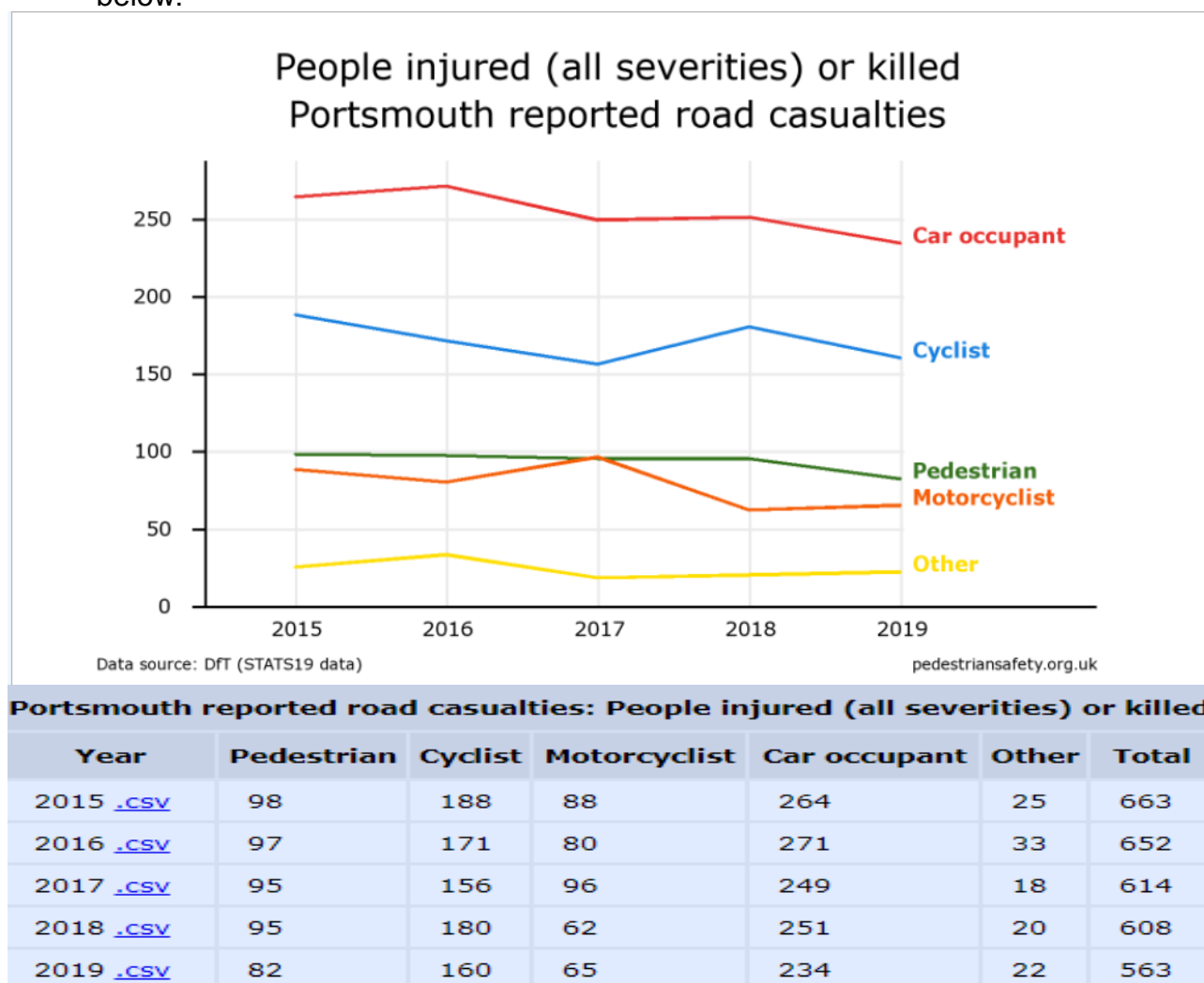
pedestriansafety.org.uk

Great Britain reported road casualties: People injured (all severities) or killed

| Year | Pedestrian | Cyclist | Motorcyclist | Car occupant | Other | Total |
|---------------------------|------------|---------|--------------|--------------|-------|--------|
| 2015 .CSV | 24061 | 18844 | 19918 | 111707 | 11659 | 186189 |
| 2016 .CSV | 23550 | 18477 | 19297 | 109046 | 11014 | 181384 |
| 2017 .CSV | 23805 | 18321 | 18042 | 100082 | 10740 | 170990 |
| 2018 .CSV | 22432 | 17550 | 16818 | 93979 | 9811 | 160590 |
| 2019 .CSV | 21770 | 16884 | 16224 | 89331 | 8944 | 153153 |

Source: Road casualty analysis (pedestriansafety.org.uk)

- 2.2. The total number of people injured or killed on Portsmouth's roads 2015-2019 is shown below:



Source: [Road casualty analysis \(\[pedestriansafety.org.uk\]\(http://pedestriansafety.org.uk\)\)](http://Road%20casualty%20analysis%20(pedestriansafety.org.uk))

- 2.3. Statistics on road safety in Great Britain are mostly based on accidents reported to the police through the STATS19 system. This system allows police forces to report all personal-injury accidents to the department. It does not collect any information about damage-only accidents. Information on STATS19 can be found in the report form and the guidance document used by the police when completing the form. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported. The STATS19 data are therefore not a complete record of all injury accidents and this should be kept in mind when using and analysing the data. However, they

remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

3.0 **Road Safety Aims and Priorities**

3.1 The aims of the Portsmouth City Council road safety program are :

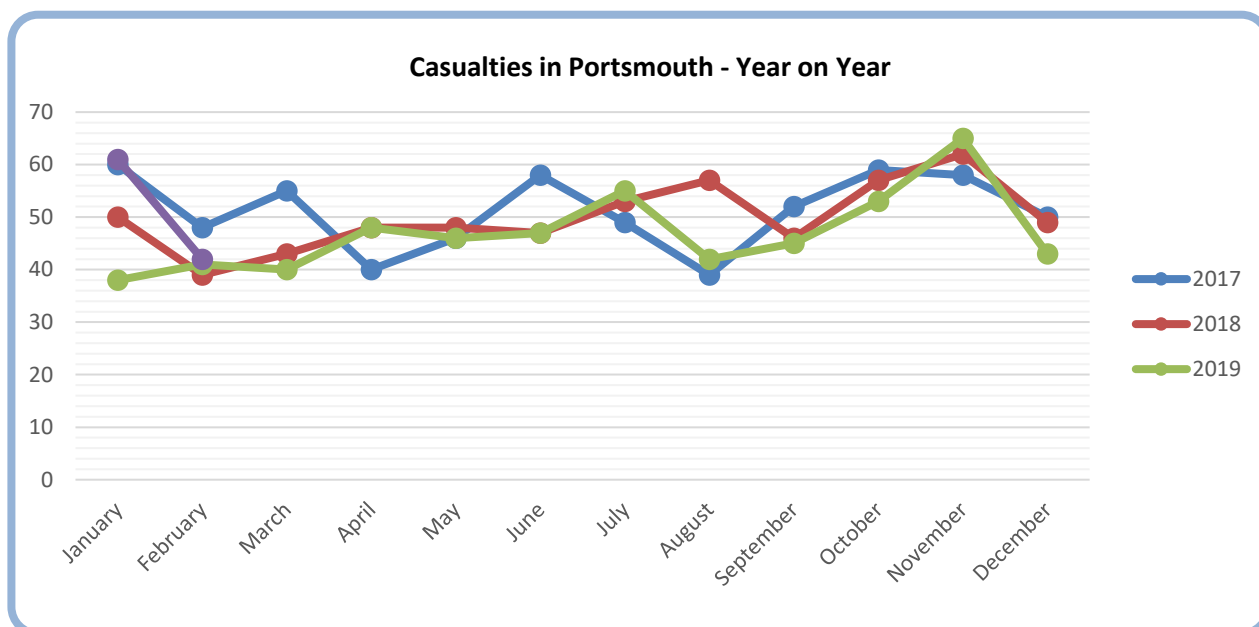
- To reduce risks presented to all road users, especially those identified as being most at risk through the analysis of data and aim to reduce casualties through road traffic collisions on the city's roads;
- To identify areas where the majority of drivers travel above the advertised speed limit and seek to reduce them through behavioural change campaigns and implementing speed reduction schemes;
- Facilitate safer routes to schools for pupils;
- Increase pedestrian confidence in using the city's infrastructure, encouraging more active travel for example through walking and cycling, which in turn may lead to improved air quality in the city.

3.2 The council works closely with key partner agencies, including the emergency services and neighbouring local authorities across the South East region, to ensure best practice and monitor and evaluate the success of schemes. The council is a member of Road Safety Great Britain (South East) and the Hampshire Safer Roads Partnership.

4 Detailed analysis of casualty data in Portsmouth 2017-2019

4.1 Month by month analysis of total casualties

| Month | 2017 | 2018 | 2019 |
|--------------|------------|------------|------------|
| January | 60 | 50 | 38 |
| February | 48 | 39 | 41 |
| March | 55 | 43 | 40 |
| April | 40 | 48 | 48 |
| May | 46 | 48 | 46 |
| June | 58 | 47 | 47 |
| July | 49 | 53 | 55 |
| August | 39 | 57 | 42 |
| September | 52 | 46 | 45 |
| October | 59 | 57 | 53 |
| November | 58 | 62 | 65 |
| December | 50 | 49 | 43 |
| Total | 614 | 599 | 563 |



4.1.1 In 2019, there were 563 casualties in total from road traffic collisions in Portsmouth. This shows a continued downward trend over the 3 years as seen in the national and local overview and the month by month analysis above. In 2019, 563 casualties were recorded, this is a 6% total casualty reduction in relation to 2018; 599 casualties, and an 8% reduction when compared to 2017; 614 casualties.

4.1.2 The data provides some evidence that the number of casualties is related to the weather conditions, the amount of daylight and potential socio-economic factors. Casualties rise steadily from the beginning of the year, where people are less likely to be travelling due to the weather or financial constraints, post-holiday season, to reach a peak at the start of British Summer Time as people engage in more social activities. The second peak of the year coincides with end of British Summer Time and worsening weather conditions.

4.2 Casualties by time of day and day of the week

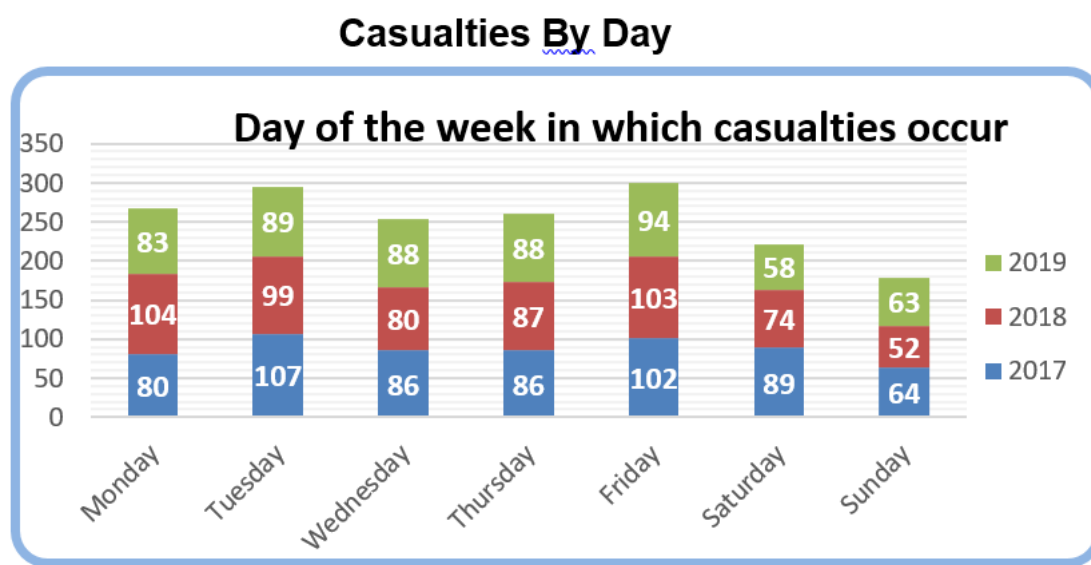
Casualties by time of day

| Time of Day | 2017 | 2018 | 2019 |
|-------------|------|------|------|
| 0000-0059 | 7 | 9 | 8 |
| 0100-0159 | 6 | 7 | 8 |
| 0200-0259 | 6 | 3 | 3 |
| 0300-0359 | 1 | 5 | |
| 0400-0459 | 7 | 4 | 4 |
| 0500-0559 | 3 | 8 | 3 |
| 0600-0659 | 6 | 13 | 5 |
| 0700-0759 | 31 | 17 | 32 |
| 0800-0859 | 35 | 52 | 32 |
| 0900-0959 | 28 | 24 | 29 |
| 1000-1059 | 24 | 19 | 28 |
| 1100-1159 | 31 | 30 | 31 |

| | | | |
|-----------|----|----|----|
| 1200-1259 | 31 | 45 | 25 |
| 1300-1359 | 52 | 32 | 29 |
| 1400-1459 | 36 | 57 | 27 |
| 1500-1559 | 48 | 43 | 32 |
| 1600-1659 | 51 | 55 | 57 |
| 1700-1759 | 64 | 43 | 52 |
| 1800-1859 | 40 | 39 | 48 |
| 1900-1959 | 30 | 27 | 37 |
| 2000-2059 | 31 | 12 | 29 |
| 2100-2159 | 21 | 22 | 21 |
| 2200-2259 | 16 | 18 | 12 |
| 2300-2359 | 9 | 15 | 11 |

4.2.1 The peak time for road traffic accidents coincides with the traditional peak times of people travelling to and from work and school. Behavioural change campaigns such as 'Be Bright' and 'Close Pass' carried out by Portsmouth City Council in partnership with Hampshire Constabulary seek to educate people about travelling safely in peak times.

4.2.2 Casualties by day of the week



4.2.3 In 2019, Friday was the most common day for casualties from road traffic collisions (17%, 94), followed by Tuesday (16%, 89), Wednesday (16%, 88) and Thursday (16%, 88), and Monday at (15%, 83). Sunday (11%) and Saturday (10%) represented the days where the smallest number of casualties from road traffic collisions occurred in 2019. Over significant periods of time (eg three years), days on which collisions occur can vary significantly.

Most of these casualties from road traffic collisions happened between 16.00 - 16.59 (10%, 57), with 9% (52) happening between 17.00 - 17.59, and 9% between 18.00 - 18.59 (48). Outside of these times, the majority of casualties occurred from 07.00 - 21.59, with a small number of casualties happening before 7.00 or after 21.59.

4.3 Casualties by type - Fatal/Serious/Slight

4.3.1 The definition of casualties and injuries is as follows:

- Fatal - where a person involved in the accident dies
- Serious accident: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.
- Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally
- Slight accident: One in which at least one person is slightly injured but no person is killed or seriously injured.
- Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
- Source: [Assets.publishing.gov.uk/reported-road-casualties-gb-notes-definitions](https://assets.publishing.gov.uk/reported-road-casualties-gb-notes-definitions)

4.3.2 Slight Casualties

| Month | 2017 | | 2018 | 2019 |
|--------------|------------|--|------------|------------|
| January | 52 | | 42 | 29 |
| February | 42 | | 33 | 32 |
| March | 47 | | 35 | 33 |
| April | 35 | | 34 | 40 |
| May | 36 | | 41 | 37 |
| June | 43 | | 39 | 36 |
| July | 40 | | 46 | 37 |
| August | 32 | | 48 | 34 |
| September | 44 | | 33 | 31 |
| October | 46 | | 50 | 46 |
| November | 48 | | 48 | 56 |
| December | 39 | | 35 | 38 |
| Total | 504 | | 484 | 449 |

4.3.3 The number of slight injuries from road traffic collisions in 2019 (449) is at a 3 year low, with a 7% decrease in comparison to 2018 (484), and an 11% reduction when compared to 2017 (504).

4.3.4 Serious Casualties

| Month | 2017 | 2018 | 2019 |
|-------|------|------|------|
|-------|------|------|------|

| | | | |
|--------------------|------------|------------|------------|
| January | 8 | 8 | 9 |
| February | 6 | 6 | 9 |
| March | 8 | 8 | 7 |
| April | 4 | 14 | 8 |
| May | 10 | 7 | 9 |
| June | 14 | 6 | 10 |
| July | 9 | 7 | 18 |
| August | 7 | 9 | 8 |
| September | 8 | 13 | 14 |
| October | 13 | 7 | 7 |
| November | 10 | 14 | 9 |
| December | 11 | 13 | 5 |
| Grand Total | 108 | 112 | 113 |

4.3.5 The number of serious injuries from road traffic collisions in 2019 (113) is at a three year high, 1% higher than in 2018 (112), and 5% higher than in 2017 (108).

4.3.6 Fatal Casualties

| Month | 2017 | 2018 | 2019 |
|--------------|----------|----------|----------|
| January | | | |
| February | | | |
| April | 1 | | |
| June | 1 | 2 | 1 |
| December | | 1 | |
| Total | 2 | 3 | 1 |

4.3.7 The number of fatalities from road traffic collisions in 2019 (1) is at a three year low, with a 67% reduction in comparison to 2018 (3), and a 50% reduction compared to 2017 (2).

5.0 Casualties by Gender

5.1 Casualties 2017 - 2019

| Female Casualties | | | |
|-------------------|------|------|------|
| Month | 2017 | 2018 | 2019 |
| January | 25 | 24 | 15 |
| February | 20 | 15 | 12 |
| March | 19 | 18 | 13 |
| April | 10 | 15 | 18 |
| May | 17 | 20 | 12 |
| June | 18 | 15 | 17 |
| July | 12 | 20 | 25 |
| August | 18 | 20 | 16 |
| September | 19 | 14 | 12 |
| October | 27 | 20 | 20 |

| | | | |
|--------------|------------|------------|------------|
| November | 24 | 24 | 26 |
| December | 18 | 22 | 14 |
| Total | 227 | 227 | 200 |

| Male Casualties | | | |
|------------------------|-------------|-------------|-------------|
| Month | 2017 | 2018 | 2019 |
| January | 35 | 26 | 23 |
| February | 28 | 24 | 29 |
| March | 36 | 25 | 27 |
| April | 30 | 33 | 30 |
| May | 29 | 28 | 34 |
| June | 40 | 32 | 30 |
| July | 37 | 33 | 30 |
| August | 21 | 37 | 26 |
| September | 33 | 32 | 33 |
| October | 32 | 37 | 33 |
| November | 34 | 38 | 39 |
| December | 32 | 27 | 29 |
| Total | 387 | 372 | 363 |

5.2 In 2019, 64% of casualties resulting from road traffic collisions in Portsmouth were males (363), and 36% were females (200). Whilst 2019 saw males continue to be overrepresented in road traffic collisions (a local and national trend), this represented a 6% drop in comparison to 2017 (387), and a 2% drop in comparison to 2018 (372).

The 200 female road traffic casualties in 2019 represents a 12% reduction compared to both 2017 (227) and 2018 (227)..

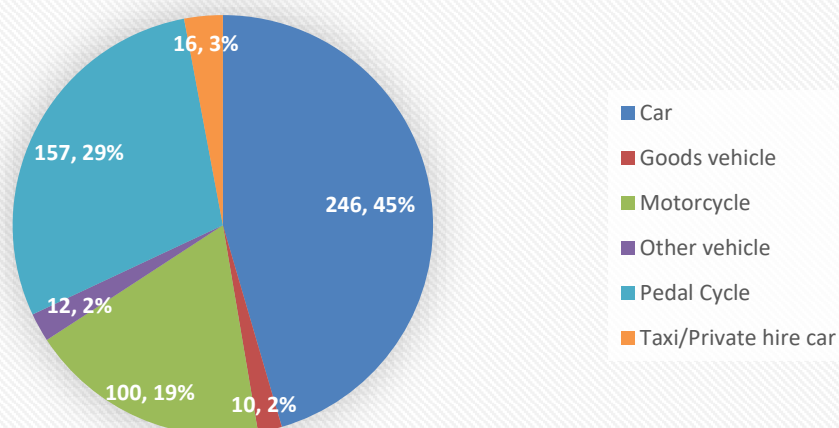
In 2019, 282 male drivers were involved in road traffic collisions, compared to 127 female drivers. In 2018, 293 collisions involved male drivers (119 were female), and in 2017, 301 collisions involved male drivers, and 130 female drivers.

Between 2017-2019, male drivers have been more than twice as likely to be involved in a road traffic collision as female drivers. Males being more likely to be behind the wheel of a vehicle involved in a collision on the roads has been a national trend over many years.

6.0 Casualties by type of travel

6.1 Type of Travel

Vehicle type involved in an accident 2019



6.2 Comparison of vehicle by type 2017-2019

| Type of Vehicle | 2017 | 2018 | 2019 | Total |
|-----------------------|------|------|------|-------|
| Car | 246 | 239 | 216 | 701 |
| Goods vehicle | 10 | 13 | 16 | 39 |
| Motorcycle | 100 | 62 | 65 | 227 |
| Other vehicle | 12 | 11 | 9 | 32 |
| Pedal Cycle | 157 | 176 | 162 | 495 |
| Taxi/Private hire car | 16 | 17 | 16 | 49 |
| Total | 525 | 518 | 484 | |

6.3 In 2019, unsurprisingly, the most common vehicle type involved in accidents is the private car; 45%, 216 followed by pedal cycles; 34%, 162, motorcycles; 13%, 65, taxi/private hire; 3%, 16, goods vehicles; 3%, 16, and other vehicles 2%, 9. Cars are consistently the most common vehicle involved in accidents (45%, 701), with pedal cycles accounting for 32% (495), and motorcycles representing 15% (227) of vehicles involved in collisions on Portsmouth's roads. Taxis/private hire cars accounted for 3% (49) of road traffic collisions, whilst goods vehicles (39) accounted for 3%, and other vehicles accounted for 2%.

6.4 Total Pedestrian Casualties 2017-2019

| Month | 2017 | 2018 | 2019 |
|--------------|-----------|-----------|-----------|
| January | 11 | 15 | 3 |
| February | 7 | 6 | 10 |
| March | 7 | 8 | 6 |
| April | 5 | 4 | 4 |
| May | 8 | 4 | 8 |
| June | 6 | 8 | 8 |
| July | 7 | 5 | 8 |
| August | 4 | 7 | 7 |
| September | 9 | 4 | 9 |
| October | 10 | 15 | 3 |
| November | 13 | 10 | 9 |
| December | 7 | 9 | 7 |
| Total | 94 | 95 | 82 |

6.6 Pedestrian Casualties - Slight - 2017-2019

| Month | 2017 | 2018 | 2019 |
|--------------|-----------|-----------|-----------|
| January | 7 | 14 | 3 |
| February | 5 | 5 | 7 |
| March | 4 | 5 | 5 |
| April | 5 | 2 | 3 |
| May | 4 | 2 | 7 |
| June | 5 | 7 | 6 |
| July | 5 | 4 | 4 |
| August | 2 | 4 | 5 |
| September | 6 | 2 | 5 |
| October | 8 | 13 | 3 |
| November | 10 | 9 | 8 |
| December | 5 | 3 | 7 |
| Total | 66 | 70 | 63 |

6.7 Pedestrian Casualties -Serious - 2017-2019

| Month | 2017 | 2018 | 2019 |
|----------|------|------|------|
| January | 4 | 1 | |
| February | 2 | 1 | 3 |
| March | 3 | 3 | 1 |

| | | | |
|--------------|-----------|-----------|-----------|
| April | | 2 | 1 |
| May | 4 | 2 | 1 |
| June | 1 | 1 | 2 |
| July | 2 | 1 | 4 |
| August | 2 | 3 | 2 |
| September | 3 | 2 | 4 |
| October | 2 | 2 | |
| November | 3 | 1 | 1 |
| December | 2 | 6 | |
| Total | 28 | 25 | 19 |

6.8 In 2019, 82 pedestrians were injured in road traffic collisions; 15%. This shows a 14% reduction compared to 2018 (95), and a 13% decrease on 2017 (94). In 2019, the majority of pedestrian casualties suffered slight injuries, 77% and 23% suffered serious injuries. There were no fatal pedestrian casualties from road traffic collisions in 2019. The majority of these pedestrian casualties were male, 63% (52), with 37% (30) being female. The majority of these pedestrian casualties were aged 10-14, 13% (11), followed by those aged 5-9 12% (10), and 25-29 (12%) 10.

6.9 Total Cyclist Casualties

6.9.1 Cyclist Casualties by age

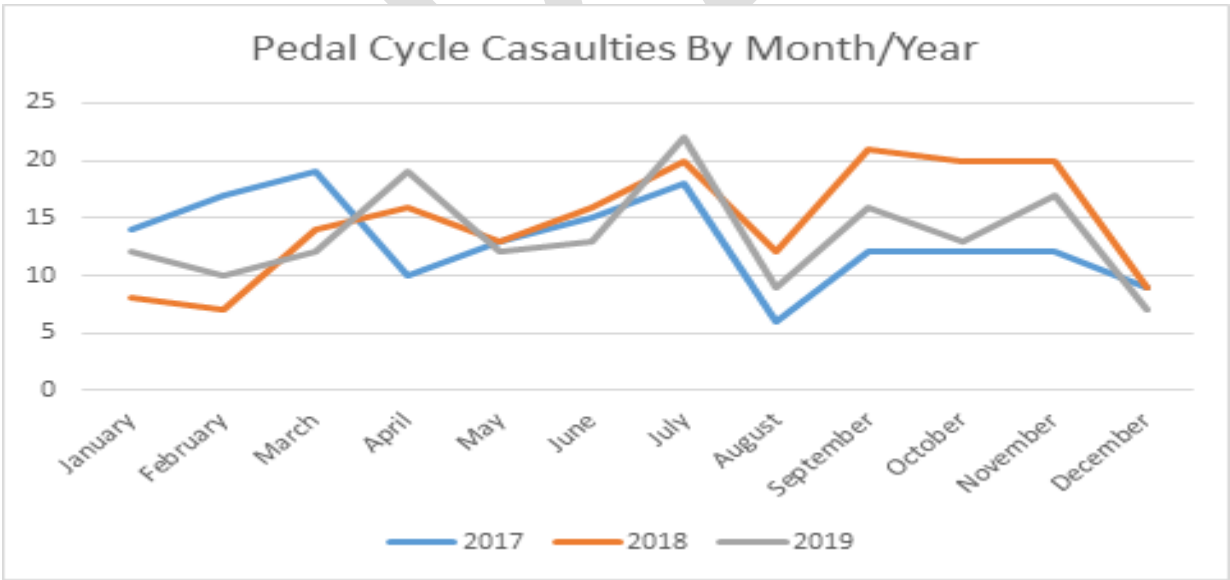
| Age Range | 2017 | 2018 | 2019 |
|------------------|-------------|-------------|-------------|
| 0 to 4 | | | 1 |
| 5 to 9 | 1 | | 3 |
| 10 to 14 | 13 | 18 | 15 |
| 15 to 19 | 34 | 23 | 23 |
| 20 to 24 | 13 | 22 | 20 |
| 25 to 29 | 20 | 16 | 22 |
| 30 to 34 | 12 | 18 | 15 |
| 35 to 39 | 12 | 19 | 12 |
| 40 to 44 | 11 | 12 | 13 |
| 45 to 49 | 10 | 18 | 12 |
| 50 to 54 | 9 | 11 | 7 |
| 55 to 59 | 11 | 9 | 9 |
| 60 to 64 | 4 | 3 | 4 |
| 65 to 69 | 2 | 3 | 3 |
| 70 to 74 | 1 | 1 | 1 |
| 75 to 79 | 1 | 1 | |
| 80 to 84 | 1 | | 1 |
| 85 to 89 | 1 | 1 | |
| Unknown | 1 | 1 | 1 |
| Total | 157 | 176 | 162 |

| | | | |
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|--|--|--|--|

6.9.2 In 2019, there were 162 cyclist casualties. Those aged 15-19; 23 (14%) recorded the highest level of casualties, followed by the 25-29 age group; 22 (14%); and the 20-24 age group; 20 (12%) .

6.10 Cyclist Casualties by month

| Pedal Cycles Casualties By Month & Year | | | |
|---|------------|------------|------------|
| Month | 2017 | 2018 | 2019 |
| January | 14 | 8 | 12 |
| February | 17 | 7 | 10 |
| March | 19 | 14 | 12 |
| April | 10 | 16 | 19 |
| May | 13 | 13 | 12 |
| June | 15 | 16 | 13 |
| July | 18 | 20 | 22 |
| August | 6 | 12 | 9 |
| September | 12 | 21 | 16 |
| October | 12 | 20 | 13 |
| November | 12 | 20 | 17 |
| December | 9 | 9 | 7 |
| Total | 157 | 176 | 162 |



6.11 The pattern of casualties for cyclists follows the same pattern as the total casualty figures with peaks in mid-summer with increased numbers of people cycling and in the late autumn as the nights get longer and the weather declines.

6.12 Powered 2-wheelers casualties

6.13 Motorcycle Casualties by age

| Row Labels | 2017 | 2018 | 2019 |
|------------|------|------|------|
| 15 to 19 | 20 | 12 | 11 |
| 20 to 24 | 18 | 12 | 6 |
| 25 to 29 | 15 | 11 | 9 |
| 30 to 34 | 14 | 2 | 8 |
| 35 to 39 | 2 | 5 | 6 |
| 40 to 44 | 9 | 2 | 2 |
| 45 to 49 | 6 | 6 | 7 |
| 50 to 54 | 7 | 4 | 6 |
| 55 to 59 | 4 | 3 | 4 |
| 60 to 64 | 2 | 1 | 2 |
| 65 to 69 | 1 | 2 | 2 |
| 75 to 79 | | 1 | 1 |
| Unknown | 2 | 1 | 1 |
| Total | 100 | 62 | 65 |

6.14 Compared to 2017, the last 2 years have seen a 38% reduction in 2018 and a 35% reduction in 2019 in the number of motorcycle casualties on roads across the city.

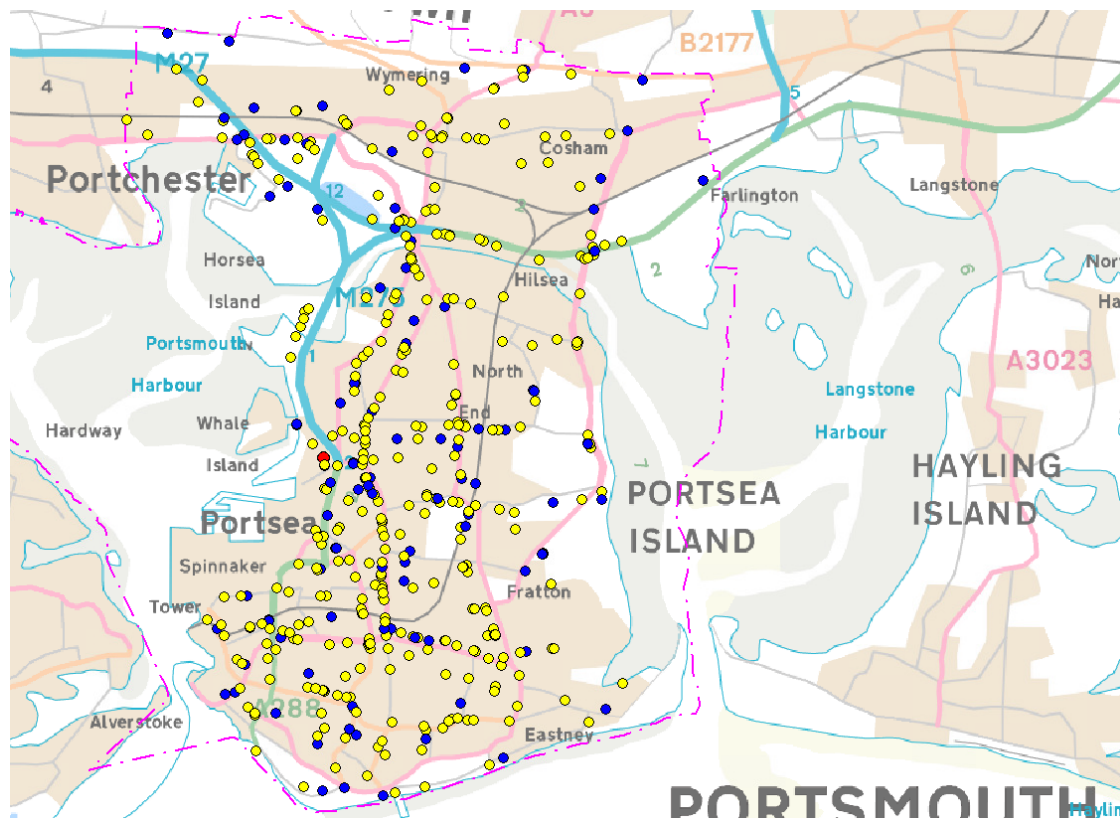
7.0 Road Traffic Collisions

7.1 The Road Traffic Act 1988 defines a collision as a reportable road traffic collision an accident involving a mechanically propelled vehicle on a road or other public area that causes: • Injury to anyone, other than the driver of that vehicle; • Injury to an animal, other than one being carried in that vehicle; • Damage to another vehicle, other than the vehicle which caused the collision; • Damage to property constructed on, affixed to, growing in, or otherwise forming part of the land where the road is.

7.2 There can be more than 1 casualty involved in each road traffic collision in 2019, there was a total of 484 road traffic collisions on Portsmouth's roads, representing a continued downward trend over the last few years. By comparison, 2019 showed a 7% collision reduction in relation to 2018 (518), and an 11% reduction on 2017 (541).

Out of the 484 collisions in 2019, one was fatal, 110 were serious and 373 were slight severity.

The location of road traffic collisions in the city can be seen on the map below:



7.3 Causes Of Road Traffic Collisions

Between 2017- 2019, there were 1375 collisions with identifiable causes recorded by the Hampshire Constabulary that occurred on Portsmouth's roads.

The identified causes are below:

| Cause | Total | % of total (rounded to nearest %) |
|--|-------|-----------------------------------|
| Failure to look properly | 568 | 41 |
| Executing a poor turn or manoeuvre | 239 | 17 |
| Failure to judge other persons path or speed | 182 | 13 |
| Speeding | 164 | 12 |
| Alcohol/Drugs | 77 | 6 |
| Tailgating | 40 | 3 |
| Failure to stop at Give Way markings/signs | 36 | 3 |
| Weather Conditions | 30 | 3 |
| Loss of Control | 28 | 2 |
| Total | 1375 | 100 |

Source Hampshire Constabulary - STATS 19

8.0 Trends in the data to be addressed through future behavioural change campaigns and engineered changes.

The following themes can be identified through analysis of the data and will go forward for weighting to contribute to the prioritisation of schemes;

- Private cars remain the most common vehicle type involved in road traffic collisions on Portsmouth's roads, with riders of pedal cycles and motorcycles the next highest risk group
- Males account for the vast majority of casualties resulting from road traffic collisions
- Females account for the majority of casualties that occur as passengers in vehicles
- Males are more than twice as likely to be driving a vehicle involved in a collision than females
- The vast majority of road traffic collisions happen on single carriageway roads, and during daylight hours
- Younger drivers and riders remain at the highest risk of being involved in a road traffic collisions, especially those aged 20-29
- Failure to look properly, and poor individual decision making over speeds to drive vehicles at, or the speeds that other vehicles are travelling at, and poor manoeuvres are the leading identifiable causes of road traffic collisions in the city. The police, however, find it difficult to identify a high number of collision causes.
- Older drivers (70+) account for the lowest age range of drivers involved in road traffic collisions, however remain potentially more likely to sustain serious or fatal injuries in collisions due to potentially greater frailty
- It is essential that the Council continues to develop its analytical and targeted approach to road safety, as those in most need of prevention services often do not demand these services. For example, young male drivers can be seen to be at particular risk of being involved in road traffic collisions, but could be potentially the least inclined to access road safety service interventions (eg educational programs) themselves.
- Increasingly user friendly software and analytical display techniques need to be developed and designed to highlight road safety issues in the city more easily, and to enable self-service for residents and councillors where appropriate. Accsmap has replaced Keynote as the casualty and collision tracking software currently used, which has been a positive step forward in enabling easier monitoring. Newer road safety software is now being transitioned to by numerous road safety authorities around the country (CRASH), and this is currently under investigation for adoption by PCC.

- Residents in lower Indices of Multiple Deprivation (IMD) are likely to remain at a higher risk of being involved in a collision

End of Report

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Appendix 1 - Total Casualty Data by number of incidents per road and year - Portsmouth

| * | | | | |
|---|------|------|------|-------|
| Row Labels | 2017 | 2018 | 2019 | Total |
| BURNABY ROAD AT JUNCTION WITH PARK ROAD, PORTSMOUTH, HAMPSHIRE | 2 | 5 | | 7 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE | 2 | 5 | | 7 |
| A2047 LONDON ROAD AT JUNCTION WITH STUBBINGTON AVENUE, PORTSMOUTH, HAMPSHIRE | 7 | | | 7 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH B2152 LAKE ROAD, PORTSMOUTH, HAMPSHIRE | 6 | | | 6 |
| A2030 EASTERN ROAD AT JUNCTION WITH A27 HAVANT BYPASS, PORTSMOUTH, HAMPSHIRE. | | 4 | 2 | 6 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH CLEMENT ATLEE WAY, COSHAM, HAMPSHIRE. | | 6 | | 6 |
| A2030 EASTERN ROAD AT JUNCTION WITH ANCHORAGE ROAD, PORTSMOUTH, HAMPSHIRE | 4 | | 2 | 6 |
| A2047 FRATTON ROAD OUTSIDE HALFORDS, PORTSMOUTH, HAMPSHIRE. | | | 6 | 6 |
| M275 SOUTHBOUND AT MARKER POST 47.0, PORTSMOUTH, HAMPSHIRE. | | 5 | | 5 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH BAILEYS ROAD, PORTSMOUTH, HAMPSHIRE. | | 5 | | 5 |
| PORT WAY AT JUNCTION WITH OYSTER QUAY, PORT SOLENT, HAMPSHIRE | | | 4 | 4 |
| PEMBROOKE ROAD 64 METERS NW OF CHATHAM DRIVE, PORTSMOUTH, HAMPSHIRE | 4 | | | 4 |
| GROVE ROAD SOUTH AT JUNCTION WITH QUEENS CRESCENT, SOUTHSEA, HAMPSHIRE. | | | 4 | 4 |
| DEVONSHIRE AVENUE AT JUNCTION WITH WINTER ROAD, SOUTHSEA, HAMPSHIRE | 2 | 2 | | 4 |
| B2152 LAKE ROAD AT JUNCTION WITH CLARENDON STREET, PORTSMOUTH, HAMPSHIRE | 4 | | | 4 |
| A3 MARKETWAY AT JUNCTION WITH UNICORN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | 3 | | 4 |
| A3 ALFRED ROAD AT JUNCTION WITH QUEEN STREET, PORTSMOUTH, HAMPSHIRE | 4 | | | 4 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH VIEW POINT CAR PARK ENTRANCE, PORTSMOUTH, HAMPSHIRE. | 4 | | | 4 |
| A3 LONDON ROAD AT JUNCTION WITH A397 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE | 2 | 2 | | 4 |
| A27 WESTBOUND MARKER POST 46.8, COSHAM, HAMPSHIRE | 4 | | | 4 |
| A27 WESTBOUND MARKER POST 47.0, HILSEA, HAMPSHIRE | 4 | | | 4 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FRANCIS AVENUE, PORTSMOUTH, HAMPSHIRE | 2 | | 2 | 4 |
| M27 WESTBOUND MARKER POST 44.0, PORTSMOUTH, HAMPSHIRE | | | 3 | 3 |
| M275 NORTHBOUND AT END OF M27 EASTBOUND OFF SLIP, PORTSMOUTH, HAMPSHIRE | | | 3 | 3 |
| M275 NORTHBOUND AT JUNCTION WITH M275 NORTHBOUND RUDMORE ONSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | 2 | 3 |
| M275 NORTHBOUND AT MARKER POST 49.0, PORTSMOUTH, HAMPSHIRE. | | | 3 | 3 |
| STUBBINGTON AVENUE, AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE. | | 3 | | 3 |
| ST MARYS ROAD AT JUNCTION WITH SHEARER ROAD, PORTSMOUTH, HAMPSHIRE | | | 3 | 3 |
| BRADFORD ROUNDABOUT JUNCTION WITH B2151 AND A2030, PORTSMOUTH, HAMPSHIRE | | | 3 | 3 |
| A3 LONDON ROAD SLIP ROAD 30 METRES SE FROM A3 LONDON ROAD, COSHAM, HAMPSHIRE | | | 3 | 3 |
| MARKEY WAY JUNCTION WITH CASCADES APPROACH, PORTSMOUTH HAMPSHIRE | 3 | | | 3 |

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|--|---|---|---|---|
| PARK ROAD AT JUNCTION WITH BURNABY ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | 1 | 3 |
| A27 EASTBOUND MARKER POST 49.9, FARLINGTON, HAMPSHIRE | 3 | | | 3 |
| CLARENCE ESPLANADE OUTSIDE BLUE REEF AQUARIUM, SOUTHSEA, HAMPSHIRE | 3 | | | 3 |
| HAVANT ROAD AT JUNCTION WITH LOWER DRAYTON LANE, PORTSMOUTH, HAMPSHIRE. | | 3 | | 3 |
| GUILDFORD ROAD AT JUNCTION WITH CLIVE ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | 1 | 3 |
| HAVANT ROAD AT JUNCTION WITH MULBERRY LANE, COSHAM, HAMPSHIRE | | | 3 | 3 |
| LABURNUM GROVE AT JUNCTION WITH BALFOUR ROAD, PORTSMOUTH, HAMPSHIRE. | | | 3 | 3 |
| JESSIE ROAD AT JUNCTION WITH TALBOT ROAD, SOUTHSEA, HAMPSHIRE. | | 3 | | 3 |
| ESPLANADE AT JUNCTION WITH ESPLANADE GARDENS, PORTSMOUTH, HAMPSHIRE | | 3 | | 3 |
| M27 WESTBOUND MARKER POST 44.8, PORTSMOUTH, HAMPSHIRE | | | 3 | 3 |
| M27 EASTBOUND AT JUNCTION WITH A27 EASTBOUND ONSLIP, FARLINGTON, HAMPSHIRE | 3 | | | 3 |
| ALLAWAY AVENUE AT JUNCTION WITH ROCHFORD ROAD, PORTSMOUTH, HAMPSHIRE. | | | 3 | 3 |
| B2154 ST GEORGES ROAD AT JUNCTION WITH PARK ROAD, SOUTHSEA, HAMPSHIRE | 3 | | | 3 |
| A3 CAMBRIDGE ROAD AT JUNCTION WITH B2154 MUSEUM ROAD, PORTSMOUTH, HAMPSHIRE | | 3 | | 3 |
| A288 MILTON ROAD AT JUNCTION WITH WARREN AVENUE, PORTSMOUTH, HAMPSHIRE. | 1 | 2 | | 3 |
| A3 LONDON ROAD AT JUNCTION WITH B2177 SOUTHWICK HILL ROAD, PORTSMOUTH, HAMPSHIRE. | | | 3 | 3 |
| A288 MILTON ROAD AT JUNCTION WITH A2030 VELDER AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | 2 | 3 |
| A3 LONDON ROAD AT JUNCTION WITH CLIFFDALE GARDENS, PORTSMOUTH, HAMPSHIRE | | | 3 | 3 |
| A2030, HAVANT ROAD, 136 METERS W OF JUNCTION WITH EAST LODGE PARK, DRAYTON, HAMPSHIRE. | | 3 | | 3 |
| A27 NORTHBOUND ONSLIP, AT JUNCTION WITH A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE. | | 3 | | 3 |
| A27 EASTBOUND MARKER POST 49.3, PORTSMOUTH, HAMPSHIRE | | 3 | | 3 |
| A2047 FRATTON ROAD AT JUNCTION WITH PENHALE ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | 1 | 3 |
| A2030 EASTERN ROAD AT JUNCTION WITH ANCHORAGE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | 2 | 3 |
| A27 WESTERN ROAD 70 METRES SOUTH EAST OF A27 SOUTHAMPTON ROAD, PORTSMOUTH, HAMPSHIRE | 3 | | | 3 |
| A27 EASTBOUND AT MARKER POST 50.0, FARLINGTON, HAMPSHIRE. | | | 3 | 3 |
| A288 BAFFINS ROAD AT JUNCTION WITH LANGSTONE ROAD, PORTSMOUTH, HAMPSHIRE | 2 | 1 | | 3 |
| A27 EASTERN ROAD WESTBOUND MARKER POST 28.5, PORTSMOUTH, HAMPSHIRE. | | | 3 | 3 |
| A2047 LONDON ROAD AT JUNCTION WITH MAGDALEN ROAD, PORTSMOUTH, HAMPSHIRE | 3 | | | 3 |
| A2030 EASTERN ROAD AT JUNCTION WITH A27 WESTBOUND, PORTSMOUTH, HAMPSHIRE | 3 | | | 3 |
| A27 WESTBOUND, MARKERPOST 49.7, FARLINGTON, HAMPSHIRE. | 3 | | | 3 |
| A2030 WINSTON CHURCHILL AVENUE AT JUNCTION WITH MIDDLE STREET, PORTSMOUTH, HAMPSHIRE | | 2 | 1 | 3 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE. | 1 | 2 | | 3 |
| A27 EASTBOUND AT MARKER POST 47.1, PORTSMOUTH, HAMPSHIRE. | | | 3 | 3 |

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| A2047, LONDON ROAD, AT JUNCTION WITH SHADWELL ROAD, PORTSMOUTH, HAMPSHIRE. | | 3 | | 3 |
| A288 COPNOR ROAD AT JUNCTION WITH TOKIO ROAD, PORTSMOUTH, HAMPSHIRE | 3 | | | 3 |
| A2047 KINGSTON ROAD AT JUNCTION WITH CHAPEL STREET, PORTSMOUTH, HAMPSHIRE | 2 | | 1 | 3 |
| A2047 KINGSTON ROAD AT JUNCTION WITH SULTAN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | 2 | 3 |
| A2047 LONDON ROAD AT THE JUNCTION WITH MAGDALEN ROAD, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| THE HARD AT JUNCTION WITH COLLEGE STREET, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| SULTAN ROAD, 111 METERS W OF JUNCTION WITH HANWAY ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| NEW ROAD AT JUNCTION WITH LANGLEY ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| WINTER ROAD AT JUNCTION WITH HUNTER ROAD, SOUTHSEA, HAMPSHIRE | 1 | | 1 | 2 |
| NEW ROAD AT JUNCTION WITH NEW ROAD EAST, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| A288 COPNOR ROAD AT JUNCTION WITH CHICHESTER ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| PARK ROAD AT JUNCTION WITH BURNABY ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| TALBOT ROAD AT JUNCTION WITH ORCHARD ROAD, SOUTHSEA, HAMPSHIRE. | | 2 | | 2 |
| M275 NORTHBOUND MARKER POST 46.4, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| VICTORIA ROAD, PORTSMOUTH, HAMPSHIRE AT JUNCTION WITH STANSTED ROAD | | | 2 | 2 |
| M275 SOUTHBOUND AT JUNCTION WITH M275 SOUTHBOUND OFFSLIP, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| M275 SOUTHBOUND OFFSLIP AT JUNCTION WITH TIPNER LANE, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| M275 NORTHBOUND AT MARKER POST 48.4, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| MARGATE ROAD AT JUNCTION WITH ST ANDREWS ROAD, SOUTHSEA, HAMPSHIRE. | | | 2 | 2 |
| PORTLAND ROAD OUTSIDE OF DEBENHAMS, SOUTHSEA, HAMPSHIRE | | 2 | | 2 |
| M275 NORTHBOUND AT MARKER POST 46.6, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| PORTSDOWN HILL ROAD AT JUNCTION WITH FARLINGTON AVENUE, COSHAM, HAMPSHIRE. | | 2 | | 2 |
| TALBOT ROAD AT JUNCTION WITH MANNERS LANE, SOUTHSEA, HAMPSHIRE | | | 2 | 2 |
| PORTSMOUTH ROAD AT JUNCTION WITH MCDONALDS, COSHAM, HAMPSHIRE | 1 | 1 | | 2 |
| TANGIER ROAD OPPOSITE PORTSMOUTH COLLEGE CAR PARK, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| PRIORY CRESCENT AT JUNCTION WITH MAYLANDS AVENUE, SOUTHSEA, HAMPSHIRE. | | | 2 | 2 |
| THE RIDINGS AT JUNCTION WITH NUMBER 70, PORTSMOUTH, HAMPSHIRE | | 2 | | 2 |
| A288 MILTON ROAD AT JUNCTION WITH MEON ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| WAVERYLEY ROAD, 46 METERS S OF JUNCTION WITH ST SIMONS ROAD, SOUTHSEA, HAMPSHIRE. | | 2 | | 2 |
| PORTSMOUTH ROAD AT JUNCTION WITH JET PETROL STATION, COSHAM, HAMPSHIRE | 2 | | | 2 |
| M275 SOUTHBOUND OFF SLIP AT JUNCTION WITH A3, TWYFORD AVENUE, PORTSMOUTH, HAMPSHIRE | | 2 | | 2 |
| SELBOURNE TERRACE, AT JUNCTION WITH CLAREMONT ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| M275 SOUTHBOUND, PORTSMOUTH, HAMPSHIRE. | 2 | | | 2 |

| | | | | |
|--|---|---|---|---|
| ST ANDREWS ROAD AT CROSSROADS WITH MARGATE ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030 EASTERN ROAD AT JUNCTION WITH STRIDE AVENUE, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| ST FAITHS ROAD OUTSIDE NUMBER 48, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A3 NORTHERN PARADE AT JUNCTION WITH HARTLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| STRIDE AVENUE OUTSIDE OF LANGSTONE INFANTS SCHOOL, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| SOMERS ROAD AT JUNCTION WITH FRODDINGTON ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| M275 SOUTHBOUND MARKER POST 47.5, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| SULTAN ROAD AT JUNCTION WITH MALINS ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| PRIORY CRESCENT, 23 METERS N OF JUNCTION WITH A2030 GOLDSMITH AVENUE, SOUTHSEA, HAMPSHIRE. | | 2 | | 2 |
| RODNEY ROAD, 50 METERS SE FROM JUNCTION WITH FRATTON WAY, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| DUNDAS SPUR OUTSIDE OF WHITE AND COMPANY INDUSTRIAL UNIT, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| CRANESWATER PARK OUTSIDE NUMBER 14, SOUTHSEA, HAMPSHIRE | | | 2 | 2 |
| LAKE ROAD, 49 METERS SW OF JUNCTION WITH ALEXANDRA ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| KENSINGTON ROAD AT JUNCTION WITH LABURNUM GROVE, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| DUNDAS SPUR AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| DOYLE AVENUE AT JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| EASTNEY ESPLANADE 177 METRES NE OF JUNCTION WITH ST GEORGE'S ROAD, SOUTHSEA, HAMPSHIRE | | | 2 | 2 |
| JAMES CALLAGHAN DRIVE 1400 METRES WEST OF JUNCTION WITH B2177 SOUTHWICK ROAD, PAULSGROVE, HAMPSHIRE. | | | 2 | 2 |
| ELM GROVE OUTSIDE 147 PORTSMOUTH HAMPSHIRE | | | 2 | 2 |
| KNOWSLEY ROAD, 53 METESRRS W OF JUNCTION WITH KNOWSLEY CRESCENT, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| BELMONT STREET AT JUNCTION WITH GREEN ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| LANGSTONE ROAD AT JUNCTION WITH LICHFIELD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| BURRFIELDS ROAD AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE. | 1 | | 1 | 2 |
| CLARENCE ESPLANDE, 100 METERS W OF JUNCTION WITH AVENUE DE CAEN, SOUTHSEA, HAMPSHIRE | | | 2 | 2 |
| FORT CUMBERLAND ROAD AT JUNCTION WITH HENDERSON ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| HIGHBURY WAY AT JUNCTION WITH PORTSMOUTH ROAD, COSHAM, HAMPSHIRE | | 1 | 1 | 2 |
| LOCKSWAY ROAD AT JUNCTION WITH IRONBRIDGE LANE, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| BURFIELD ROAD 50 METERS EAST OF OF JUNCTION WITH MONEYFIELD AVENUE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| M27 EASTBOUND AT JUNCTION WITH M275 EASTLEIGH JUNCTION 12, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| KNOWSLEY ROAD AT JUNCTION WITH KNOWSLEY CRESCENT, COSHAM, HAMPSHIRE. | 2 | | | 2 |
| GROVE ROAD AT JUNCTION WITH STATION ROAD, DRAYTON, HAMPSHIRE. | | | 2 | 2 |
| DICKINSON WAY ROUNDABOUT NEXT TO THE POMPEY CENTRE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| CAVELL DRIVE OUTSIDE OF NUMBER 50, COSHAM, HAMPSHIRE | | 2 | | 2 |

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|---|---|---|---|---|
| LANDPORT TERRACE, 88 METERS N OF JUNCTION WITH KINGS ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| BOURNE ROAD AT JUNCTION WITH ALLAWAY AVENUE PORTSMOUTH HAMPSHIRE | | | 2 | 2 |
| LAWRENCE ROAD AT JUNCTION WITH B2154 ALBERT ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| GUILDFORD ROAD AT JUNCTION WITH FORTON ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| GUILDHALL WALK AT JUNCTION WITH ALEC ROSE LANE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| FRANCIS AVENUE, AT JUNCTION WITH ORCHARD ROAD, SOUTHSEA, HAMPSHIRE. | | 2 | | 2 |
| M27 EASTBOUND MARKER POST 42.5, PAULSGROVE, HAMPSHIRE | | 2 | | 2 |
| FRATTON WAY AT JUNCTION WITH A2030 GOLDSMITH AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | 1 | 2 |
| M27 WESTBOUND MARKER POST 46.0 PORTSMOUTH HAMPSHIRE | 2 | | | 2 |
| B2152 LAKE ROAD AT JUNCTION WITH CLARENDON STREET, PORTSMOUTH, HAMPSHIRE. | 1 | 1 | | 2 |
| ALLAWAY AVENUE AT JUNCTION WITH MARSDEN ROAD, PAULSGROVE, HAMPSHIRE. | 1 | 1 | | 2 |
| A3 STAMSHAW ROAD AT JUNCTION WITH ST MARKS ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A3 ANGLESEA ROAD 146 METRES NORTH OF PARK ROAD, PORTSMOUTH, HAMPSHIRE | | 2 | | 2 |
| A288, MILTON ROAD, OUTSIDE ESSO PETROL STATION, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A3 ANGLESEA ROAD AT JUNCTION WITH PARK ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| B2154 HIGHLAND ROAD AT JUNCTION WITH FESTING ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | 1 | 2 |
| A288 MILTON ROAD AT JUNCTION WITH MEON ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| AIRPORT SERVICE ROAD, OUTSIDE BROAD OAK BUSINESS PARK, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A3 CAMBRIDGE ROAD AT JUNCTION WITH BURNABY ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| ALLAWAY AVENUE AT JUNCTION WITH WALFORD ROAD, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| A3 HAMPSHIRE TERRACE OUTSIDE NUMBER 9 TO 10, PORTSMOUTH, HAMPSHIRE | | 2 | | 2 |
| B2151 VICTORIA ROAD SOUTH, AT JUNCTION WITH MARMION ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A3 LONDON ROAD AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| B2154 ALBERT ROAD AT JUNCTION WITH EXMOUTH ROAD, SOUTHSEA, HAMPSHIRE. | | 2 | | 2 |
| A3 LONDON ROAD AT JUNCTION WITH A27 WESTERN ROAD (PORTSBRIDGE ROUNDABOUT), PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A3 ALFRED ROAD AT JUNCTION WITH QUEEN STREET, PORTSMOUTH, HAMPSHIRE. | 1 | 1 | | 2 |
| A3 LONDON ROAD AT JUNCTION WITH A27 WESTERN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| AIRPORT SERVICE ROAD AT JUNCTION WITH WILLIAMS ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| A288 MILTON ROAD AT JUNCTION WITH POSBROOKE ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| ALFRED ROAD AT JUNCTION WITH UNICORN ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A288 LANDPORT TERRACE AT JUNCTION WITH B2154 KINGS ROAD, SOUTHSEA, HAMPSHIRE. | 2 | | | 2 |
| A288, COPNOR ROAD, AT JUNCTION WITH KIRBY ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A288 SOUTH PARADE AT JUNCTION WITH A288 ST HELENS PARADE, SOUTHSEA, HAMPSHIRE. | | | 2 | 2 |

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| ALLAWAY AVENUE, 22 METERS E OF JUNCTION WITH PENDERINS ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| B2177 PORTSDOWN HILL ROAD OUTSIDE OF VIEWPOINT CAR PARK, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH CAVENDISH ROAD, SOUTHSEA, HAMPSHIRE. | 2 | | | 2 |
| A288 SOUTH PARADE AT JUNCTION WITH B2155 CLARENDON ROAD, SOUTHSEA, HAMPSHIRE. | | | 2 | 2 |
| A297 NORTHERN ROAD AT JUNCTION WITH A27 EASTBOUND ONSLIP, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A3 MILE END ROAD 180 METRES NORTH OF CHURCH STREET, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| B2152 LAKE ROAD AT JUNCTION WITH TURNER ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A3 MILE END ROAD AT JUNCTION WITH WHARF ROAD, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| B2154 ELM GROVE AT JUNCTION WITH PELHAM ROAD, SOUTHSEA, HAMPSHIRE. | 1 | 1 | | 2 |
| A3 NORTHERN PARADE, AT JUNCTION WITH HILSEA CRESCENT, PORTSMOUTH, HAMPSHIRE. | | 1 | 1 | 2 |
| A288 EASTNEY ROAD AT JUNCTION WITH HENDERSON ROAD, SOUTHSEA, HAMPSHIRE | | 2 | | 2 |
| A3 SOUTHAMPTON ROAD AT JUNCTION WITH SEVENOAKS ROAD, COSHAM, HAMPSHIRE | 2 | | | 2 |
| A3 SOUTHAMPTON ROAD, 199 METERS E OF JUNCTION WITH ALLAWAY AVENUE, PORTSMOUTH, HAMPSHIRE | | 2 | | 2 |
| B2177 PORTSDOWN HILL ROAD, AT JUNCTION WITH A3 LONDON ROAD SOUTHBOUND SLIP ROAD, PORTSMOUTH, HAMPSHIRE. | 2 | | | 2 |
| A3 LONDON ROAD AT JUNCTION WITH M27 WESTBOUND JUNCTION 12 OFFSLIP, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| B2177 PORTSDOWN HILL ROAD, FARLINGTON AVENUE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030 EASTERN ROAD 186 METRES NORTH OF SHELL GARAGE, COSHAM, HAMPSHIRE | 2 | | | 2 |
| A27 SOUTHAMPTON ROAD, 60 METERS SE OF JUNCTION WITH A3 SOUTHAMPTON ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A2030 EASTERN ROAD AT JUNCTION WITH FITZHERBERT ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030 EASTERN ROAD AT JUNCTION WITH WALTON ROAD, FARLINGTON, HAMPSHIRE. | | 1 | 1 | 2 |
| A27 WESTERN ROAD AT JUNCTION WITH A397 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH CLOVELLY ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | 1 | 2 |
| A2047 LONDON ROAD OUTSIDE NUMBER 98, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FRATTON WAY, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030 EASTERN ROAD AT JUNCTION WITH HAYLING AVENUE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH TALBOT ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A27 WESTBOUND MARKER POST 46.8, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH TALBOT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | 1 | 2 |
| A288 COPNOR ROAD AT JUNCTION WITH CHICHESTER ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH WINTER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH STUBBINGTON AVENUE, PORTSMOUTH, HAMPSHIRE. | 1 | 1 | | 2 |
| A2030 GOLDSMITH AVENUE OUTSIDE DENMARK HOUSE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2047, LONDON ROAD, AT JUNCTION WITH STUBBINGTON AVENUE, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |

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| A2030 HAVANT ROAD OUTSIDE NO.265, FARLINGTON, HAMPSHIRE. | | | 2 | 2 |
| A27 ROUNDABOUT WITH A2030 EASTERN ROUND, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH A2030 VICTORIA ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | 1 | 1 | 2 |
| A27 SOUTHAMPTON ROAD OUTSIDE OF MARRIOTT HOTEL, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| A2030 JUNCTION WITH FITZHERBERT ROAD, PORTSMOUTH HAMPSHIRE | 2 | | | 2 |
| A27 WESTBOUND AT MARKER POST 46.8, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A2030 LAKE ROAD AT THE JUNCTION WITH SPICER STREET, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| A27 WESTERN ROAD 204 METERS SE OF NORTHARBOUR ROAD, COSHAM, HAMPSHIRE | 2 | | | 2 |
| A2030 VELDER AVENUE AT JUNCTION WITH EUSTON ROAD, MILTON, HAMPSHIRE. | | 2 | | 2 |
| A27 WESTERN ROAD, 188 METERS NW OF JUNCTION WITH NORTHARBOUR ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2030 WINSTON CHURCHILL AVENUE AT JUNCTION WITH VICTORIA ROAD NORTH, SOUTHSEA, HAMPSHIRE | | | 2 | 2 |
| A288 COPNOR ROAD AT JUNCTION WITH POWERSCOURT ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2030, 40 METERS SE OF JUNCTION WITH LAKE ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH SHADWELL ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2030, EASTERN ROAD, AT JUNCTION WITH LANGSTONE ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH WADHAM ROAD, PORTSMOUTH, HAMPSHIRE | | 2 | | 2 |
| A2047 FRATTON ROAD AT JUNCTION WITH B2152 LAKE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| A2047 LONDON ROAD OUTSIDE OF NUMBER 468, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2047 FRATTON ROAD AT JUNCTION WITH SHEDFIELD ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A27 HAVANT BYPASS ONSLIP AT JUNCTION WITH A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| A2047 FRATTON ROAD AT JUNCTION WITH SOMERS ROAD NORTH, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A27 OFFSLIP, 100 METERS E FROM PORTSBRIDGE ROUNDABOUT, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH TRAVELODGE PORTSMOUTH, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH A3 SOUTHAMPTON ROAD, PORTCHESTER, HAMPSHIRE. | | | 2 | 2 |
| A2047 KINGSTON CRESCENT, AT JUNCTION WITH HEATHFIELD ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH PORT WAY, PORT SOLENT, HAMPSHIRE. | 1 | | 1 | 2 |
| A2047 KINGSTON ROAD AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | 1 | 2 |
| A27 SOUTHAMPTON ROAD, 30 METERS W OF JUNCTION WITH CLEMENT ATLEE WAY, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A2030 EASTERN ROAD AT JUNCTION WITH A27 OFF SLIP, PORTSMOUTH HAMPSHIRE | | | 2 | 2 |
| A27 WEST BOUND OFFSLIP AT M27 PORTSMOUTH HAMPSHIRE | | | 2 | 2 |
| A2047 KINGSTON ROAD AT JUNCTION WITH NEW ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A27 WESTBOUND AT MARKER POST 47.3, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A2047 KINGSTON ROAD AT JUNCTION WITH POWERCOURT ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |

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| A2030 EASTERN ROAD AT JUNCTION WITH LANGSTONE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | 1 | 2 |
| A2047 KINGSTON ROAD AT JUNCTION WITH POWERSCOURT ROAD, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A27 WESTERN ROAD AT JUNCTION WITH A397 NORTHERN ROAD, COSHAM, HAMPSHIRE | 1 | 1 | | 2 |
| A2047 KINGSTON ROAD AT JUNCTION WITH QUEENS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | 1 | 2 |
| A27 WESTERN ROAD AT JUNCTION WITH NORTHARBOUR ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2047 KINGSTON ROAD, 30 METERS S OF HANWAY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A27 WESTERN ROAD, 400 METERS E OF SOUTHAMPTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 2 | | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH BATTENBURG ROAD, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| A288 COPNOR ROAD AT JUNCTION WITH MONCKTON ROAD, PORTSMOUTH, HAMPSHIRE | | | 2 | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH CHICHESTER ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | 1 | 2 |
| A288 COPNOR ROAD AT JUNCTION WITH QUEENS ROAD, PORTSMOUTH, HAMPSHIRE. | | | 2 | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH GLADYS AVENUE, PORTSMOUTH, HAMPSHIRE | 2 | | | 2 |
| A2047 LONDON ROAD AT JUNCTION WITH ANDERSTEIN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | 1 | | 2 |
| AYLESBURY ROAD OUTSIDE OF NUMBER 1, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| TANGIER ROAD, AT JUNCTION WITH CHESTERFIELD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| STANLEY LANE, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| MEREDITH ROAD AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| WINDSOR ROAD, AT JUNCTION WITH PORTSMOUTH ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| MERRIVALE ROAD AT JUNCTION WITH WINDERMERE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 COMMERCIAL ROAD AT JUNCTION WITH CHURCH STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MEYRICK ROAD OUTSIDE NO.54, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| STUBBINGTON AVENUE, OUTSIDE 119, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| MIDDLE STREET AT JUNCTION WITH BEDFORD STREET, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| VICTORIA ROAD SOUTH AT JUNCTION WITH CAVENDISH ROAD, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| MIDDLE STREET AT JUNCTION WITH MELBOURNE PLACE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 HOLBROOK ROAD AT THE JUNCTION WITH SOMERS ROAD NORTH, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| MILTON ROAD 47 METERS NW OF JUNCTION WITH VELDER AVENUE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ISAMBARD BRUNEL ROAD AT JUNCTION WITH GREETHAM STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MILTON ROAD AT THE JUNCTION WITH TANGIERS ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ST NICHOLAS STREET 20 METRES N FROM WYNDHAM MEWS, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| MILTON ROAD, 45 METERS N OF JUNCTION WITH VELDER AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| STRODE ROAD OUTSIDE NUMBER 22, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MILTON ROAD, AT JUNCTION WITH DUDLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| M275 NORTHBOUND AT MARKER POST 46.3, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| MILTON ROAD, AT JUNCTION WITH WARREN AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| TORRINGTON ROAD AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| MITCHELL WAY, 34 METERS NW OF AIRPORT SERVICE ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| WAYTE STREET OUTSIDE OF NUMBER 10, COSHAM, HAMPSHIRE | 1 | | | 1 |
| MONEYFIELDS AVENUE AT JUNCTION WITH PAIGNTON AVENUE, COPNOR, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD 75 METRES N FROM BURRFIELDS ROAD, PORTSMOUT, HAMPSHIRE | | | 1 | 1 |
| MOORINGS WAY AT JUNCTION WITH WARREN AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| GLADYS AVENUE OUTSIDE NUMBER 65, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| MUSEUM ROAD AT JUNCTION WITH KINGS TERRACE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| MEDINA ROAD AT JUNCTION WITH OLD WYMERING LANE, WYMERING, HAMPSHIRE1500 | 1 | | | 1 |
| NELSON ROAD AT JUNCTION WITH BRISBANE HOUSE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| DRAYTON LANE AT JUNCTION WITH SOLENT ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| NELSON ROAD, OUTSIDE NO. 93, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| MELVILLE ROAD, 39 METERS NW OF HENDERSON ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| NEW ROAD AT JUNCTION WITH A2047 KINGSTON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| ST PAULS ROAD, AT JUNCTION WITH KINGS ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| NEW ROAD AT JUNCTION WITH CANARVON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| STATION STREET AT JUNCTION WITH COMMERCIAL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| NEW ROAD AT JUNCTION WITH GEORGE STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| STUBBINGTON AVENUE AT JUNCTION WITH LYNDHURST ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M275 NORTHBOUND AT MARKER POST 48.6, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| SULTAN ROAD OUTSIDE NUMBER 13, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| NEW ROAD AT JUNCTION WITH LANGLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| TALBOTS ROAD OUTSIDE MANOR LANE ALLEYWAY, | 1 | | | 1 |
| NEW ROAD AT JUNCTION WITH LYNN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| TEMPLE STREET, OUTSIDE NO. 20, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M275 280 METRES NORTH OF MARKER 47.0, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| TWYFORD AVENUE AT JUNCTION WITH LOWER DRAYTON LANE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| NEW ROAD OUTSIDE NUMBER 279 PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| WARWICK CRESCENT AT JUNCTION WITH TIPTON HOUSE ENTRANCE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| NEW ROAD OUTSIDE NUMBER 3 TO 6, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| WILLIAMS ROAD AT JUNCTION WITH AIRPORT SERVICE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| NEW ROAD, 50 METERS W OF A288 COPNOR ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| WOOFFERTON ROAD AT THE JUNCTION WITH HATHERLEY ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| NEWBOLT ROAD OUTSIDE OF NUMBER 23, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M27, AT JUNCTION 12 ON SLIP, COSHAM, HAMPSHIRE | | 1 | | 1 |
| NEWCOME ROAD, FRATTON, PORTSMOUTH, HAMPSHIRE OUT SIDE NUMBER 148 | | | 1 | 1 |
| MARSDEN ROAD AT JUNCTION WITH BOURNE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| NORLAND ROAD AT JUNCTION WITH ADDISON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH LUCKNOW STREET, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| NORTH STREET, AT JUNCTION WITH JOHN POUND CENTRE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| MAYHALL ROAD JUNCTION WITH COPNOR ROAD PORTSMOUTH | 1 | | | 1 |
| NORTHARBOUR ROAD AT JUNCTION WITH NORTHARBOUR SPUR, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2151 VICTORIA ROAD SOUTH OUTSIDE NUMBER 75, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| MEDINA ROAD AT JUNCTION WITH COW LANE, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| NORWAY ROAD AT JUNCTION WITH KESTRAL ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| NEWCOMBE ROAD OUTSIDE NUMBER 72, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| NORWAY ROAD AT JUNCTION WITH KESTREL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN PARADE AT JUNCTION WITH PHEONIX SQUARE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| NORWAY ROAD AT JUNCTION WITH LIDL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ST MARYS ROAD, 123 METERS W OF JUNCTION WITH WHITCOMBE GARDENS, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| NORWAY ROAD AT JUNCTIONW ITH A288 COPNOR ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| ST PAULS ROAD AT JUNCTION WITH WILTSHIRE STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| NORWAY ROAD OUTSIDE OF COVERS, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| STANFORD CLOSE AT JUNCTION WITH ALLAWAY AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| NORWAY ROAD OUTSIDE OF NUMBER 104, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| STANSTED ROAD AT JUNCTION WITH FAWCETT ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| NORWAY ROAD, 85 METERS SE OF JUNCTION WITH GUNSTORE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| STRIDE AVENUE AT JUNCTION WITH SUNNINGDALE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| OLD FARM ROAD AT JUNCTION WITH FITZHERBERT ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| STUBBINGTON AVENUE AT JUNCTION WITH BERESFORD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ORKNEY ROAD AT JUNCTION WITH B2177 SOUTHWICK HILL ROAD, COSHAM, HAMPSHIRE | | 1 | | 1 |
| STUBBINGTON AVENUE OUTSIDE OF NUMBER 218, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| OSBORNE ROAD AT JUNCTION WITH ASHBY PLACE, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |

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| STUBBINGTON AVENUE, OUTSIDE NUMBER 221, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| OSBORNE ROAD AT JUNCTION WITH ELPHINSTONE ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| SUNDBURY ROAD AT JUNCTION WITH MALDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| OUTRAM ROAD AT JUNCTION WITH CAMPBELL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| TALBOT ROAD JUNCTION WITH BRAMLEY ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| OUTRAM ROAD, AT JUNCTION WITH ST BARTHOLOMEW'S GARDENS, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| MAGDALEN ROAD AT JUNCTION WITH A3, NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| PALMERSTON ROAD AT JUNCTION WITH VILLIERS ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| TANGIER ROAD, OUTSIDE NO. 31, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| PARADISE STREET, OUTSIDE TESCO CAR PARK, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| MALINS ROAD AT JUNCTION WITH SULTAN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M275 AT JUNCTION WITH A27, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| TREGARON AVENUE AT JUNCTION WITH DYSART AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| PARK ROAD AT JUNCTION WITH B2154 ST GEORGE'S ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| VECTIS WAY, 38 METERS W OF JUNCTION WITH WOOTTON STREET, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| M275 NORTHBOUND, AT MARKER POST 46.6, COSHAM, HAMPSHIRE | | 1 | | 1 |
| WALMER ROAD OUTSIDE NO.23, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| PARK ROAD AT JUNCTION WITH BURNABY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| WAVERLEY ROAD, SOUTHSEA, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| PARK ROAD, 70 METRES W FROM ANGLESEA ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| WHITE SWAN ROAD AT THE JUNCTION WITH GUILDHALL WALK, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| PAULSGROVE ROAD, OUTSIDE NO1, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| WILLIAMS ROAD, AT JUNCTION WITH AIRPORT SERVICE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| PEMBROKE ROAD AT JUNCTION WITH PENNY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| MANNERS ROAD OUTSIDE OF NUMBER 120, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PEMBROKE ROAD AT JUNCTION WITH VICTORIA AVENUE PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| M27 WESTBOUND, AT MARKER POST 44.3, COSHAM, HAMPSHIRE | | 1 | | 1 |
| M275 SOUTBOUND AT MARKER POST 48.6, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ST PAULS ROAD AT THE JUNCTION WITH WILTSHIRE ROAD, SOUTHSEA, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| PENHALE ROAD AT JUNCTION WITH ARIEL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MARMION ROAD AT JUNCTION WITH RICHMOND ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| PERCIVAL ROAD AT JUNCTION WITH WHITWORTH ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GROVE ROAD AT THE JUNCTION WITH STATION ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |

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| PERCY ROAD, OUTSIDE NO.65, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| BATTENBURG AVENUE, OUTSIDE NUMBER 14, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| PETERBOROUGH ROAD OUTSIDE OF HOLBRACH CLOSE, PAULSGROVE, HAMPSHIRE | | | 1 | 1 |
| M275 SOUTHBOUND MARKER POST 46.8, TIPNER, HAMPSHIRE | | | 1 | 1 |
| PIER ROAD AT JUNCTION WITH DUISBURG WAY, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH ARUNDAL STREET, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| PIER ROAD AT JUNCTION WITH LONG CURTAIN ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| ALFRED ROAD, OUTSIDE ST JOHNS CATHEDRAL, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M275 SOUTHBOUND AT JUNCTION WITH PARK AND RIDE OFFSLIP, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 WESTERN ROAD 60 METRES SOUTHEAST OF NORTHHARBOUR ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| PORT WAY AT JUNCTION WITH OYSTER QUAY, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| LARKHILL ROAD AT JUNCTION WITH GREEN FARM GARDENS | 1 | | | 1 |
| PORTDOWN HILL ROAD AT JUNCTION WITH A3 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH NORTHWOOD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PORTFIELD ROAD AT JUNCTION WITH THE RANGE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 ALFRED ROAD AT JUNCTION WITH EDINBURGH ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M275 SOUTHBOUND AT JUNCTION WITH JUNCTION 1 ON SLIP, TIPNER, HAMPSHIRE. | | 1 | | 1 |
| MEDINA ROAD OUTSIDE NUMBER 93, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M275 AT MARKER POST 45.2, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 EASTBOUND MARKER POST 48.5, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PORTSDOWN HILL ROAD, COSHAM, HAMPSHIRE. | 1 | | | 1 |
| PEMBROKE ROAD OUTSIDE PEMBROKE ARMS PH, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PORTSDOWN HILL ROAD AT JUNCTION WITH MILL LANE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| SEAWAY CRESCENT OUTSIDE OF NUMBER 1, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PORTSDOWN ROAD, OUTSIDE NO.44, FAREHAM, HAMPSHIRE. | | | 1 | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH SPUR ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PORTSMOUTH ROAD AND COSHAM INTERCHANGE, COSHAM, HAMPSHIRE | | 1 | | 1 |
| ST MARYS ROAD OUTSIDE ST MARYS CHURCH, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PORTSMOUTH ROAD AT JUNCTION WITH A397 NORTHERN ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| ST MARYS ROAD, AT JUNCTION WITH A288 MILTON ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| PORTSMOUTH ROAD AT JUNCTION WITH ESSO PETROL STATION, COSHAM, HAMPSHIRE | | | 1 | 1 |
| ST NICHOLAS STREET AT JUNCTION WITH PEACOCK LANE, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| PORTSMOUTH ROAD AT JUNCTION WITH MCDONALDS ENTRANCE ROAD, COSHAM, HAMPSHIRE. | 1 | | | 1 |

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| ST PAULS ROAD AT JUNCTION WITH WILTSHIRE STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M275 SOUTHBOUND AT JUNCTION WITH M275 SOUTHBOUND RUDMORE OFFSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ST VINCENT ROAD AT JUNCTION WITH EXMOUTH ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| PORTSMOUTH ROAD AT JUNCTION WITH MCDONALDS, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| STANHOPE ROAD AT JUNCTION WITH EDINBURGH ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| PORTSODWN HILL ROAD, 30 METERS W OF WIDLEY WALK, COSHAM, HAMPSHIRE | | | 1 | 1 |
| STANLEY STREET, OPPOSITE NO. 7, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| POWERSCOURT ROAD AT JUNCITON WITH DRAYTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| STANSTED ROAD, 24 METERS E OF JUNCTION WITH LAWSON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| POWERSCOURT ROAD AT JUNCTION WITH A2047 KINGSTON ROAD, PORTSMOUTH , HAMPSHIRE. | 1 | | | 1 |
| STIRLING STREET AT THE JUNCTION WITH WASHINGTON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| POWERSCOURT ROAD AT JUNCTION WITH BASIN STREET PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| M275 MILE END ROAD SOUTHBOUND MARKER POST 49.0, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| POWERSCOURT ROAD JUNCTION WITH A2047 KINGSTON ROAD PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| STUBBINGTON AVENUE AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| PRINCE ALBERT ROAD AT JUNCTION WITH ESSEX ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| STUBBINGTON AVENUE AT JUNCTION WITH CROFTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| PRINCE ALBERT ROAD AT JUNCTION WITH WESTFIELD ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| STUBBINGTON AVENUE OUTSIDE OF CHURCH OF THE ASCENSION, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| PRINCE ALBERT ROAD, AT JUNCTION WITH WOODMANCOTE ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| M27 WESTBOUND MP44.9 | 1 | | | 1 |
| M275 SOUTHBOUND AT MARKER POST 46.2, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| STUBBINGTON AVENUE, OUTSIDE NO.19, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M275 SOUTHBOUND AT MARKER POST 46.9, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M27 WESTBOUND, APPROX 175 METRES NW OF JUNCTION 12 ON-SLIP, PORT SOLENT, HAMPSHIRE. | 1 | | | 1 |
| QUARTERMARINE ROAD AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M275 SOUTHBOUND, AT MARKER POST 49.1, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| QUARTREMARINE ROAD AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| TALBOT ROAD AT JUNCTION WITH A2030 GOLDSMITH AVENUE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| QUEEN ALEXANDRA HOSPITAL CAR PARK OFF HARVEY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M275, AT MARKER POST 47.5, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| QUEEN STREET AT JUNCTION WIHT CROSS STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| TALBOT ROAD, AT JUNCTION WITH TELEPHONE ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |

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| QUEEN STREET AT JUNCTION WITH A3 ALFRED ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| TANGIER ROAD AT JUNCTION WITH NEVILLE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| QUEEN STREET AT JUNCTION WITH A3 ALFRED ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| TANGIER ROAD OUTSIDE NUMBER 102, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| QUEEN STREET AT JUNCTION WITH CURZON HOWE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| TANGIER ROAD, AT JUNCTION WITH PARKING AREA , PORSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| QUEEN STREET AT JUNCTION WITH HMS NELSON ENTRANCE, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| TANGIERS ROAD AT JUNCTION WITH WESTOVER ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| QUEEN STREET AT JUNCTION WITH LION TERRACE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MAIDSTONE CRESCENT OUTSIDE OF NUMBER 18, PAULSGROVE, HAMPSHIRE | 1 | | | 1 |
| QUEEN STREET AT JUNCTION WITH NORTH STREET, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| TIPNER ROAD, AT JUNCTION WITH STAMSHAW JUNIOR SCHOOL, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| QUEEN STREET PORTSMOUTH OUTSIDE NUMBER 59, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| TREAGRON AVENUE AT JUNCTION WITH OLD MANOR WAY, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| QUEEN STREET, OUTSIDE NO.14, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| TURNER ROAD OUTSIDE NUMBER 78, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| QUEENS ROAD AT JUNCTION WITH AYLESBURY ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| TWYFORD AVENUE AT JUNCTION WITH WALKER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| QUEENS ROAD AT JUNCTION WITH LANGLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| VICTORIA AVENUE AT JUNCTION OF WOODVILLE DRIVE, PORTMOUTH, HAMPSHIRE | 1 | | | 1 |
| QUEENS ROAD OUTSIDE 279 FRATTON HAMPSHIRE | 1 | | | 1 |
| MALINS ROAD OUTSIDE NUMBER 60, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| QUEENS STREET OUTSIDE OF NUMBER 15, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| WALMER ROAD OUTSIDE OF NUMBER 123, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| QUEENS STREET, AT JUNCTION WITH ADMIRALTY ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| WAVERLEY GROVE OUTSIDE OF NUMBER 10, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| RAGLAN STREET AT JUNCTION WITH BLACKFRIARS ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| MANNERS ROAD AT JUNCTION WITH FAWCETT ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| RANDOLPH ROAD AT JUNCTION WITH MAYFIELD ROAD, NORTH END, HAMPSHIRE. | 1 | | | 1 |
| WESTWOOD ROAD JUNCTION WITH OAKWOOD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| REGAL CLOSE, COSHAM, HAMPSHIRE. | 1 | | | 1 |
| WICKHAM STREET AT JUNCTION WITH QUEEN STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| RIVERS STREET, 128 METERS NW OF SOMERS ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |

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| WILLIAMS ROAD AT JUNCTION WITH BOOKER WHOLESALE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| RODNEY ROAD AT JUNCTION WITH ANSON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| WIMBLEDON PARK ROAD AT JUNCTION WITH SHIRLEY ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| RODNEY ROAD AT JUNCTION WITH SOUTHERN TRADE CENTRE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| WINTER ROAD AT JUNCTION WITH DEVONSHIRE ROAD, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| RODNEY ROAD, 130 METRES E FROM ANSON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| WINTER ROAD, AT JUNCTION WITH DEVONSHIRE ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| M275 EASTBOUND JUNCTION 12 ONLSIP, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| WOOTTON STREET AT JUNCTION WITH 56B, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| RUGBY ROAD OUTSIDE OF PRIORY SECONDARY SCHOOL, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| MARGATE ROAD OUTSIDE OF NUMBER 64, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| SALISBURY ROAD AT JUNCTION WITH SALISBURY ROAD DOCTORS SURGERY, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| MARMION ROAD AT JUNCTION WITH WILTON PLACE, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| SANDRINGHAM ROAD AT JUNCTION WITH SANDRINGHAM LANE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH BURRFIELDS ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| SELBOURNE TERRACE AT JUNCTION WITH CLAREMONT ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| HAMPSHIRE STREET, OUTSIDE NO. 47, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M275 SOUTHBOUND MARKER POST 46.3, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE AT THE JUNCTION WITH FROGMORE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| SEYMOUR CLOSE, 143 METERS W OF HANWAY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| ROUNABOUT JUNCTION WITH EDINBURGH ROAD, BISHOP CRISPIAN WAY AND UNICORN ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| SEYMOUR CLOSE, 72 METERS W OF HANWAY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 SOUTHAMPTON ROAD, OUTSIDE BEST CAR HAND WASH, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| LUCKNOW STREET OUTSIDE SAINSBURY LODGE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD OUTSIDE NUMBER 103, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 MILTON ROAD JUNCTION WITH LOCKSWAY ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH CLAYBANK ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 KINGS TERRANCE AT JUNCTION WITH B2154 MUSEUM ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BUTCHER STREET AT JUNCTION WITH ST GEORGES SQUARE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M27 WESTBOUND MARKER POST 46.4, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MAYFIELD ROAD AT JUNCTION WITH KENYON ROAD, NORTH END, HAMPSHIRE. | | 1 | | 1 |
| SOMERS ROAD AT JUNCTION WITH BLACKFRIARS ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH BURRFIELDS ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |

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| SOMERS ROAD AT JUNCTION WITH CANAL WALK, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| MAYFIELD ROAD, AT JUNCTION WITH RANDOLPH ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| SOMERS ROAD AT JUNCTION WITH PLAYFAIR ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FAWCETT ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| SOMERS ROAD NORTH, AT JUNCTION WITH FRATTON ROAD, FRATTON, HAMPSHIRE | | 1 | | 1 |
| A2047 KINGSTON ROAD AT THE JUNCTION WITH LAKE ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| SOMERS ROAD, AT JUNCTION WITH HUDSON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH SHOREHAVEN, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SOMERS ROAD, OUTSIDE NO.5, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| WILLIMAS ROAD 12METERS NW OF JUNCTION WITH AIRPORT SERVICE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SOMERS ROAD, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH AMBERLEY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SOUTHAMPTON ROAD AT JUNCTION WITH HAMILTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3020 EASTERN ROAD 362 METERS SOUTH OF JUNCTION WITH A27, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SOUTHAMPTON ROAD, PORTCHESTER, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH MILITARY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SPINNAKER DRIVE, OUTSIDE NO.2, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M275 NORTHBOUND 195 METRES NORTH OF M275 JUNCTION 1 ONSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SPUR ROAD AT JUNCTION WITH THE RED LION PUB CAR PARK, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH ST MARY'S ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SPUR ROAD AT JUNCTION WITH A397 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| COMMERCIAL ROAD AT JUNCTION WITH STANHOPE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SPUR ROAD AT JUNCTION WITH HIGH STREET, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| A2030 LAKE ROAD AT JUNCTION WITH ALEXANDER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SPUR ROAD AT JUNCTION WITH LONDON ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH LITTLE ARTHUR STREET, FRATTON, HAMPSHIRE | 1 | | | 1 |
| SPUR ROAD OUTSIDE 21 COSHAM, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| MEDINA ROAD, AT JUNCTION WITH SIXTH AVENUE, GOSPORT, HAMPSHIRE. | | 1 | | 1 |
| M275 SOUTHBOUND MARKER POST 46.5, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON ROAD JUNCTION WITH LITTLE ARTHUR STREET, FRATTON, HAMPSHIRE | 1 | | | 1 |
| ST AUGUSTINE ROAD OUTSIDE OF NUMBER 164, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH TOBY CARVERY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ST EDWARDS ROAD, 25 METERS E OF CASTLE ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |

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| HIGH STREET AT JUNCTION WITH KNOWSLEY ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| M275 SOUTHBOUND MARKER POST 46.7, COSHAM, HAMPSHIRE | | | 1 | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH NEW ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ST GEORGE'S ROAD AT JUNCTION WITH GUNWHARF ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 SOUTH PARADE OUTSIDE OF NUMBER 20 TO 22, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| ST HELENS PARADE, AT JUNCTION WITH GRANDA ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH B2155 WAVERLEY ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| ST MARYS ROAD AT JUNCTION WITH CLARKES ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| MEDINIA ROAD AT JUNCTION WITH SECOND AVENUE, COSHAM, HAMPSHIRE | 1 | | | 1 |
| ST MARYS ROAD OUTSIDE OF NUMBER 18 TO 20, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ST MARYS ROAD OUTSIDE OF ST MARYS CEMETERY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SHEARER ROAD AT JUNCTION WITH CRANLEIGH AVENUE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| HIGH STREET OUTSIDE SANTANDER BANK, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SLINGSBY CLOSE AT JUNCTION WITH BLOUNT ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH A27 WESTERN WAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| SOMERS ROAD AT JUNCTION WITH A2030 WINSTON CHURCHILL AVENUE, SOMERS TOWN, HAMPSHIRE. | | 1 | | 1 |
| SOMERS ROAD AT JUNCTION WITH BAILEYS ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH STARBUCKS DRIVE THROUGH, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| HAVANT ROAD OUTSIDE NUMBER 196, DRAYTON, HAMPSHIRE | 1 | | | 1 |
| GREEN ROAD AT JUNCTIO WITH BROUGHAM ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| CARMARTHEN ROAD AT JUNCTION WITH A2030 HAVANT ROAD, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| JAMES CALLAGHAN DRIVE, OUTSIDE THE ENTRANCE TO FORT SOUTHWICK, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BINNACLE WAY AT JUNCTION WITH COMPASS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND LINK ROAD FROM JUNCTION 12 AT JUNCTION WITH A27 SOUTHAMPTON ROAD, PORTSMOUTH, HAMP | 1 | | | 1 |
| CENTAUR STREET OUTSIDE NUMBER 19, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HASLEMERE ROAD AT JUNCTION WITH ASTON ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| CHALKPIT ROAD 10M FROM BUTTERFLY DRIVE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HIGHLAND ROAD AT JUNCTION WITH WAINSCOTT ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| CHARLES DICKENS STREET, 75 METERS N OF ALEC ROSE LANE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CHASEWATER AVENUE AT JUNCTION WITH TANGIER ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LONDON ROAD, OUTSIDE NO.82 AT JUNCTION WITH LA BURNUM GROVE, NORTH END, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CHATSWORTH AVENUE AT JUNCTION WITH THE OLD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| M27 WESTBOUND AT MARKER POST 42.4, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| CHESLYN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BURNABY ROAD, AT JUNCTION WITH A3 CAMBRIDGE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| CHESTERFIELD ROAD AT JUNCTION WITH COBDEN AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD AT JUNCTION WITH LOWER DRAYTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CHICHESTER ROAD AT JUNCTION WITH BALFOUR ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| HENDERSON ROAD AT JUNCTION WITH HENDERSON COURT NUMBERS 201 - 203, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| CHICHESTER ROAD AT JUNCTION WITH EMSWORTH ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HOLBROOK ROAD, PORTSMOUTH | 1 | | | 1 |
| CHICHESTER ROAD AT JUNCTION WITH HAVANT ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| KINGS ROAD AT JUNCTION WITH KINGS TERRACE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| CHICHESTER ROAD AT JUNCTION WITH KENSINGTON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH KILN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CHICHESTER ROAD JUNCTION WITH EMSWORTH ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LOCKSWAY ROAD AT JUNCTION WITH HOLLAM ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| CHICHESTER ROAD, 22 METERS E OF JUNCTION WITH BOSHAM ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M27 EASTBOUND AT JUNCTION WITH M27 JUNCTION 12 OFFSLIP, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CHICHESTER ROAD, AT JUNCTION WITH COPNOR ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND MARKER POST 46.7, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CHICHESTER ROAD, AT JUNCTION WITH FARLINGTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| GLADYS AVENUE AT JUNCTION WITH ANGERSTEIN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CHURCH ROAD AT JUNCTION CLARENDON STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BAFFINS ROAD, OUTSIDE NO. 68, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CHURCH ROAD AT JUNCTION WITH KING ALBERT STREET, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BURRFIELD ROAD AT JUNCTION WITH STARBUCKS, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CHURCH ROAD JUNCTION WITH TOTTENHAM ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HASLEMERE ROAD, OUTSIDE NO.113, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| CHURCH STREET 74 METRES SOUTH OF WINGFIELD STREET, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| HAVANT ROAD AT JUNCTION WITH ST MATTHEWS ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| CHURCH STREET AT JUNCTION WITH A3 COMMERCIAL ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD, OUTSIDE DRAYTON DOCTORS SURGERY, DRAYTON, HAMPSHIRE. | 1 | | | 1 |
| CHURCH STREET AT JUNCTION WITH B2152, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HIGH STREET AT JUNCTION WITH VECTIS WAY, COSHAM, HAMPSHIRE. | | 1 | | 1 |

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| CHURCH STREET AT JUNCTION WITH HOPE STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| HILLSLEY ROAD AT JUNCTION WITH BEVERSTON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| CHURCH STREET AT JUNCTION WITH WINGFIELD STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ISAMBARD BRUNEL ROAD AT JUNCTION WITH GREETHAM STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CHURCH STREET OUTSIDE LARCH COURT, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| JESSIE ROAD, AT JUNCTION WITH TALBOT ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| CHURCH STREET, 30 METERS NW OF JUNCTION WITH CORNWALLIS CRESCENT, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| KIRBY ROAD OUTSIDE OF NUMBER 206, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| CHURCH STREET, 45 METERS SE OF JUNCTION WITH STAUNTON STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| LABURNUM GROVE OUTSIDE OF NUMBER 165, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| CLAREDON ROAD OUTSIDE KNIGHTS AND LEE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH OCEAN PARK RETAIL PARK, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CLARENCE ESPLANADE 225 METRES NW OF ROAYL NAVAL WAR MEMORIAL, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| LAWRENCE ROAD AT JUNCTION WITH CAMPBELL ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| CLARENCE ESPLANADE 63 METRES SOUTH EAST OF SOUTHSEA HOVERPORT FERRY TERNIMAL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LOMBARD STREET AT JUNCTION WITH ST THOMAS STREET, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| CLARENCE ESPLANADE AT JUNCTION WITH AVENUE DE CAEN, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LOWER DRAYTON LANE AT JUNCTION WITH DYSART AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| BINSTEED ROAD AT JUNCTION WITH ST STEPHEN'S ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M27 EASTBOUND AT MARKER POST 44.6, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| CLARENCE ESPLANADE OUTSIDE SERPENTINE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| M27 EASTBOUND MARKER POST 43.7, COSHAM, HAMPSHIRE | | | 1 | 1 |
| CLARENCE ESPLANADE, 90 METERS E OF JUNCTION WITH AVENUE DE CAEN, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M27 MARKER POST 42.4, PORTCHESTER, HAMPSHIRE | 1 | | | 1 |
| BINSTEED ROAD AT JUNCTION WITH ST STEPHENS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 WESTBOUND JUNCTION 12 ONSLIP 218 METRES SOUTHEAST OF M27 WESTBOUND, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CLARENCE PARADE OUTSIDE ROCK GARDENS, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GLADYS AVENUE, OUTSIDE NO.1, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CLARENDON ROAD, 68 METERS SE OF JUNCTION WITH PALMERSTON ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| GREEN ROAD AT JUNCTION WITH KING STREET, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| CLARENDON ROAD AT JUNCTION WITH PALMERSTON ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| BURNABY ROAD AT JUNCTION WITH PARK ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CLARENDON ROAD AT JUNCTION WITH RICHMOND ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |

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| GUILDFORD ROAD AT JUNCTION WITH LINCOLN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CLARENDON ROAD AT JUNCTION WITH WORTHING ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GUNWHARF ROAD, AT JUNCTION WITH LYSANDER COURT, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| CLARKES ROAD AT JUNCTION WITH CLIVE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HASLEMERE ROAD AT JUNCTION WITH PRETORIA ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CLARKES ROAD, 50 METERS S FROM JUNCTION WITH ST MARYS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD AT JUNCTION WITH FARLINGTON AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CLARKES ROAD, AT JUNCTION WITH ST MARYS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD AT JUNCTION WITH PADWICK AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CLEMENT ATLEE WAY AT JUNCTION WITH FILLING STATION, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| HAVANT ROAD JUNCTION WITH PORTSDOWN AVENUE PORTSMOUTH HAMPSHIRE | 1 | | | 1 |
| CLIFTON STREET OUTSIDE OF NUMBER 30, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| HAVANT ROAD, AT JUNCTION WITH EAST COSHAM ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CLOVELLY ROAD AT JUNCTION WITH WIMBORNE ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| HAYLING AVENUE OUTSIDE NUMBER 130, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| COLWELL ROAD, DRAYTON, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| HIGH STREET AT JUNCTION WITH KNOWSLEY ROAD, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| COMMERCIAL ROAD OUTSIDE NO.217, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| BURRFIELDS ROAD 164 METRES WEST OF CLAYBANK ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| COMMERCIAL ROAD, AT JUNCTION WITH STANHOPE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HIGHLAND ROAD, AT JUNCTION WITH WINTER ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| COMMERICAL ROAD AT JUNCTION WITH FITZHERBERT STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| HOLBROOK ROAD 20M NORTH OF ROUNDABOUT WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| COMMERICAL ROAD OUTSIDE HSBC BANK, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HORSEA LANE 175 METERS SW OF JUNCTION WITH HOWARD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| COMMERICAL ROAD OUTSIDE ON NUMBER 207 TO 211, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| JAMES CALLAGHAN DRIVE AT JUNCTION WITH B2177 SOUTHWICK ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| COMPASS ROAD AT JUNCTION WITH A27 SOUTHAMPTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH ACCESS ROAD TO GARAGES BEHIND TOKIO ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| COPNER ROAD 300M S FROM NORWAY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| KENSINGTON ROAD AT JUNCTION WITH WINTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| COPNOR ROAD JUNCTION WITH KIRBY ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| KIRBY ROAD AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |

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| COPNOR ROAD, OUTSIDE GATCOMBE HOUSE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| KNOWSLEY ROAD AT JUNCTION WITH HIGH STREET, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| COPPER STREET AT JUNCTION WITH LITTLE HAMBROOK STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BERESFORD ROAD AT JUNCTION WITH LABURNUM GROVE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| CORNHILL STREET, AT JUNCTION WITH COMMERCIAL ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LAKE ROAD AT JUNCTION WITH A2030 LAKE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| COSHAM PARK AVENUE OUTSIDE OF NUMBER 1, COSHAM, HAMPSHIRE | | 1 | | 1 |
| LAKE ROAD, AT JUNCTION WITH ALEXANDRA ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| COUNTMOUNT GROVE, OUTSIDE NO.30, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LANGLEY ROAD, OUTSIDE NO. 84, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| COURT LANE OUTSIDE COURT LANE INFANT SCHOOL, COSHAM, HAMPSHIRE | 1 | | | 1 |
| BURRFIELDS ROAD, 72 METERS E OF KILN ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BLAKEMERE CRESCENT, 55 METERS N OF LUDLOW ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LOCKSWAY ROAD AT JUNCTION WITH CROFTON ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| CRASSWELL STREET AT JUNCTION WITH BURITON STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LOCKSWAY ROAD AT JUNCTION WITH WATERLOCK GARDENS, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| CRASSWELL STREET AT JUNCTION WITH PERCY CHANDLER STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LONDON ROAD AT ROUNDABOUT WITH STUBBINGTON AVENUE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CRASSWELL STREET OUTSIDE TESCO, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LOWER CHURCH PATH 26 METRES WEST OF ARUNDAL STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| CREDENHILL ROAD AT JUNCTION WITH BROMYARD CRESCENT, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M27 AT JUNCTION WITH M275, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| CROXTON ROAD, AT JUNCTION WITH A288, PIER ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND AT JUNCTION WITH M27 EASTBOUND JUNCTION 12 OFFSLIP, COSHAM, HAMPSHIRE | | | 1 | 1 |
| DAME JUDITH WAY OUTSIDE EDINBURGH HOUSE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M27 EASTBOUND AT MARKERPOST 46.8, HIGHBURY, HAMPSHIRE. | | 1 | | 1 |
| DARTMOUTH ROAD, 166 METERS SOUTH FROM JUNCTION WITH MONCKTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND MARKER POST 42.9, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| DEERHURST CRESCENT, OUTSIDE NO.75, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND MARKER POST 45.3, COSHAM, HAMPSHIRE | | | 1 | 1 |
| DERBY ROAD AT JUNCTION WITH CARDIFF ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M27 EASTBOUND, APPROX 270 METRES NW OF MARKERPOST 44.0, PAULSGROVE, HAMPSHIRE. | 1 | | | 1 |
| DERBY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |

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| M27 WESTBOUND AT JUNCTION WITH M27 WESTBOUND ONSLIP, COSHAM, HAMPSHIRE | | 1 | | 1 |
| DEVONSHIRE AVENUE AT JUNCTIO NWITH ST AUGUSTINE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 WESTBOUND AT MARKER POST 45.8, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DEVONSHIRE AVENUE AT JUNCTION WITH PRINCE ALBERT ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| M27 WESTBOUND JUNCTION 12 ONSLIP 559 METRES SOUTH OF M27 WESTBOUND, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| DEVONSHIRE AVENUE AT JUNCTION WITH ST AUGUSTINE ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| GLADYS AVENUE AT THE JUNCTION WITH SHADWELL ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BEDHAMPTON ROAD AT JUNCTION WITH CHICHESTER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GOLD STREET AT JUNCTION WITH STONE STREET, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| DEVONSHIRE AVENUE OUTISDE NO.13, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| GREEN ROAD AT JUNCTION WITH KING STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DEVONSHIRE AVENUE OUTSIDE NUMBER 119, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GREETHAM STREET AT JUNCTION WITH COMMUNITY CENTRE CAR PARK, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DEVONSHIRE AVENUE, AT JUNCTION WITH FERNHURST ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| GROVE ROAD SOUTH AT JUNCTION WIHT MARMION ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DEVONSHIRE AVENUE, AT JUNCTION WITH PRINCE ALBERT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| GROVE ROAD, AT JUNCTION WITH STATION ROAD, DRAYTON, HAMPSHIRE. | | 1 | | 1 |
| BRANSBURY ROAD AT JUNCTION WITH HALLIDAY CRESCENT, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| BURNABY ROAD, OUTSIDE NO.6, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DOVER ROAD, OUTSIDE NO.88, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| GUILDFORD ROAD, OUTSIDE NO.9, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| BRANSBURY ROAD AT JUNCTION WITH HENDERSON ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| GUNWHARF ROAD, 40 METERS W FROM B2154 ST GEORGES ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| DUDLEY ROAD, AT JUNCTION WITH NO1 DUDLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| HARLESTON ROAD AT JUNCTION WITH MEADOWSWEET WAY, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| DUISBURG WAY 41 METRES NORTH WEST OF WESTERN PARADE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| HASLEMERE ROAD AT JUNCTION WITH MAFEKING ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| DUISBURG WAY AT JUNCITION WITH PIER ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| HASLEMERE ROAD, 21 METERS S OF JUNCTION WITH EMPSHOTT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DUISBURG WAY, 33 METERS SE OF JUNCTION WIIHT PIER ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD AT JUNCTION WITH BURRILL AVENUE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| DUNDAS LANE AT JUNCTION WITH BURRFIELDS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| BURRFIELD ROAD, AT JUNCTION WITH CLAYBANK ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| DUNDAS LANE AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BURRFIELDS ROAD 100 METRES WEST OF A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| DUNDAS LANE AT JUNCTION WITH DUNDAS SPUR, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| HAVANT ROAD AT JUNCTION WITH ST COLMANS AVENUE, COSHAM, HAMPSHIRE | | | 1 | 1 |
| DUNDAS LANE AT JUNCTION WITH DUNDAS SPUR, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD AT JUNCTION WITH TREGARON AVENUE, DRAYTON, HAMPSHIRE. | 1 | | | 1 |
| DUNDAS SPUE AT JUNCTION WITH DUNDAD CLOSE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HAVANT ROAD OUTSIDE KASSISA, DRAYTON, HAMPSHIRE. | | | 1 | 1 |
| BRANSBURY ROAD AT JUNCTION WITH RINGWOOD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| HAVANT ROAD, AT JUNCTION WITH CARMARTHEN AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| DUNDAS SPUR, AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HAVANT ROAD, AT JUNCTION WITH PENRHYN AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| EAST COSHAM ROAD AT JUNCTION WITH SOUTHDOWN ROAD, DRAYTON, HAMPSHIRE. | | | 1 | 1 |
| HAVANT ROAD, OUTSIDE NO.258, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| EAST COSHAM ROAD, 26 METERS N OF JUNCTION WITH A27 HAVANT ROAD, DRAYTON, HAMPSHIRE. | | 1 | | 1 |
| HENDERSON ROAD AT JUNCTION WITH BRANSBURY PARK, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| EAST SURREY STREET AT JUNCTION WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| HEWETT ROAD AT JUNCTION WITH NUMBER 113 HEWETT ROAD, PORSTMOUTH, HAMPSHIRE | 1 | | | 1 |
| EASTERN ROAD, AT JUNCTION WITH VELDER AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| HIGH STREET AT JUNCTION WITH VECTIS WAY, COSHAM, HAMPSHIRE | 1 | | | 1 |
| EASTFIELD ROAD AT JUNCTION WITH PRINCE ALBERT ROAD, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| HIGH STREET OUTSIDE NUMBER 54, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BRANSBURY ROAD AT JUNCTION WITH RINGWOOD ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| HIGHBURY WAY AT JUNCTION WITH THE OLD ROAD, COSHAM, HAMPSHIRE | | | 1 | 1 |
| EASTNEY ESPLANADE AT JUNCTION WIHT ST GEORGE'S ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| HIGHLAND ROAD, 60 METERS W OF WINTER ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| EASTNEY ESPLANADE AT JUNCTION WITH ST GEORGES ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| HILL ROAD AT JUNCTION WITH JUBILEE AVENUE, PORTCHESTER, HAMPSHIRE | 1 | | | 1 |
| EASTNEY ESPLANADE, 347 METERS E OF JUNCTION WITH A288 SOUTH PARADE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| HILLSLEY ROAD AT JUNCTION WITH RIDGEWAY CLOSE, PAULSGROVE, HAMPSHIRE | 1 | | | 1 |
| EASTNEY ESPLANADE, 93 METERS NE OF JUNCTION WITH ST GEORGE'S ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| HOLBROOK ROAD AT JUNCTION WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| EASTNEY ESPLANADE, AT JUNCTION WITH THE OCEAN AT THE END OF THE LANE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| HOPE STREET AT JUNCTION WITH COMMERICAL ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| EASTNEY ROAD ROUNDABOUT JUNCTION WITH HENDERSON ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| HOWARD ROAD, OUTSIDE OF NO. 88, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ELKSTONE ROAD AT JUNCTION WITH ALLAWAY AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| BURRFIELDS ROAD 23 METRES EAST OF BURRFIELDS SERVICE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ELKSTONE ROAD AT JUNCTION WTH COLLINGTON CRESCENT | 1 | | | 1 |
| JAMES CALLAGHAN DRIVE, APPROX, 830 METRES W FROM JUNCTION WITH B2177 SOUTHWICK ROAD, PAULSGROVE, HAMPSHIRE | 1 | | | 1 |
| ELM GROVE AT JUNCTION WITH ST PETERS GROVE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| JESSIE ROAD AT JUNCTION WITH TALBOT ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| BRANSBURY ROAD, 24 METRES E OF JUNCTION WITH FORDINBRIDGE ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| JESSIE ROAD AT JUNCTION WITH TALBOT ROAD, SOUTHSEA, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ELM GROVE, AT JUNCTION WITH B2151, VICTORIA ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH BURRFIELDS SERVICE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ELM GROVE, AT JUNCTION WITH PELHAM ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| KENSINGTON ROAD, AT JUNCTION WITH WINTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ELM ROAD AT JUNCTION WITH GROVE ROAD SOUTH, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| KIPLING ROAD 30 METRES EAST OF A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BRIGHTSTONE ROAD AT JUNCTION WITH FRESHWATER ROAD, COSHAM, HAMPSHIRE | | | 1 | 1 |
| KIRBY ROAD AT JUNCTION WITH LYNTHURST ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ESPLANADE, OUTSIDE LUMPS FORT, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| KIRBY ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| ESTELLA ROAD, 219 N OF HAVISHAM ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BURRFIELDS ROAD AT JUNCTION WITH CLAYBANK ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| EXCHANGE ROAD AT JUNCTION WITH WHITE SWAN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LABURNA, GROVE AT JUNCTION WITH DRAYTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| EXMOUTH ROAD, OUTSIDE NO.67, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| LABURNUM GROVE AT JUNCTION WITH FARLINGTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| FARLINGTON AVENUE AT JUNCTION WITH EVELEGH ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LABURNUM GROVE, AT JUNCTION WITH BEAULIEU ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FAWCETT ROAD AT JUNCTION WITH BRAMBLE ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| LAKE ROAD AT JUNCTION WITH COMMERICAL ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| FAWCETT ROAD AT JUNCTION WITH LAWRENCE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LAKE ROAD, AT JUNCTION WITH ALEXANDRA ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| FAWCETT ROAD AT JUNCTION WITH MANNERS ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| LAKE ROAD, AT JUNCTION WITH CORNMILL STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FAWCETT ROAD OUTSIDE OF NUMBER 207, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| LANGLEY ROAD AT JUNCTION TORONTO ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| FAWCETT ROAD OUTSIDE PRIORY SCHOOL, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| LANGSTONE ROAD AT JUNCTION WITH A288 MILTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FAWCETT ROAD, AT JUNCTION WITH DARLINGTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LAWRENCE ROAD AT JUNCTION WITH ALBERT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FAWCETT ROAD, OUTSIDE NO.80, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| LAWRENCE ROAD AT JUNCTION WITH B2154 ALBERT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FAWCETT ROAD, OUTSIDE NO.80, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| LEOMINSTER ROAD, OUTSIDE NO.89, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FENSHAM ROAD OUTSIDE NUMBER 11, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| LOCKSWAY ROAD AT JUNCTION WITH FURZE LANE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| FERRY ROAD, 55 METERS N OF JUNCTION WITH HORSE SANDS CLOSE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| BURRFIELDS ROAD, OUTSIDE NO.7, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| FESTING ROAD AT JUNCTION WITH CRANESWATER AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| LOCKSWAY ROAD, OUTSIDE NO. 152, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| FESTING ROAD OUTSIDE NO.9, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| LONDON ROAD AT JUNCTION WITH MAGDALEN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BEDHAMPTON ROAD OUTSIDE OF NUMBER 16 AND 18, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| LONDON ROAD OUTSIDE NUMBER 87, NORTH END, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M27 WESTBOUND MARKER POST 46.2, COSHAM, HAMPSHIRE | 1 | | | 1 |
| LONDON ROAD, OUTSIDE THE RED LION, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| BURGOYNE ROAD AT JUNCTION WITH B2155 WAVERLEY ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| LOWER DRAYTON LANE AT JUNCTION WITH ALDSWORTH CLOSE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FORT CUMBERLAND ROAD OUTSIDE OF SOUTHSEA MARINA, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| LUDLOW ROAD AT JUNCTION WITH BROMYARD CRESCENT, PAULSGROVE, HAMPSHIRE. | | 1 | | 1 |
| FORT CUMBERLAND ROAD, OUTSIDE NO.37, EASTNEY, HAMPSHIRE. | | | 1 | 1 |
| M27 AT MARKER POST 44.8, PAULSGROVE, HAMPSHIRE. | | 1 | | 1 |
| FRANCIS AVENUE AT JUNCTION WITH ORCHARD ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BYERLEY ROAD OUTSIDE OF NUMBER 20, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| FRANCIS AVENUE, AT JUNCTION WITH ORCHARD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| BYRON ROAD AT JUNCTION WITH NEW ROAD EAST, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| BURITON STREET, AT JUNCTION WITH SETTLERS CLOSE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND AT MARKER POST 45.9, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| FRANCIS AVENUE, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| M27 EASTBOUND JUNCTION 12 OFF-SLIP, APPROX 420 METRES SW OF JUNCTION WITH A27, PORT SOLENT, HAMPSHIRE. | 1 | | | 1 |
| FRATTON ROAD, AT JUNCTION WITH LUCKNOW STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CAMPBELL ROAD, OUTSIDE NO.13, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| FRATTON ROAD, AT JUNCTION WITH SANDRINGHAM ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| M27 EASTBOUND MARKER POST 43.0, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| FRATTON ROAD, OUTSIDE NUMBER 230, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M27 EASTBOUND MARKER POST 45.0, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| FRATTON WAY AT JUNCTION WITH A2030 GOLDSMITH AVENUE | | | 1 | 1 |
| M27 EASTBOUND MARKER POST 46.3, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BURNABY ROAD 31 METRES NORTH OF A3 CAMBRIDGE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M27 EASTBOUND MILE MARKER 42.9, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| FRATTON WAY AT JUNCTION WITH IBIS HOTEL CAR PARK ENTRANCE, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| M27 EASTBOUND, AT MARKER POST 43.8, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| GEORGE STREET AT JUNCTION WITH BURLEIGH ROAD, FRATTON, HAMPSHIRE. | | | 1 | 1 |
| M27 W/B AT MARKERPOST 44.3, PORT SOLENT, HAMPSHIRE | | | 1 | 1 |
| GLADYS AVENUE AT JUNCTION WITH LONDON ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| M27 WESTBOUND AT JUNCTION WITH M275 SOUTHBOUND, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GLADYS AVENUE AT JUNCTION WITH OPHIR ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| M27 WESTBOUND AT MARKER POST 43.7, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| GLADYS AVENUE AT JUNCTION WITH ORIEL ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| M27 WESTBOUND AT MILE M,ARKER 46, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GLADYS AVENUE AT JUNCTION WITH SHADWELL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| M27 WESTBOUND JUNCTION 12 ONSLIP 442 METRES SOUTH OF M27 WESTBOUND, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GLADYS AVENUE AT JUNCTION WITH SHADWELL ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| CANAL WALK AT JUNCTION WITH MILFORD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| GLADYS AVENUE AT JUNCTION WITH ORIEL ROAD, NELSON, HAMPSHIRE. | | | 1 | 1 |
| FIFTH AVENUE OUTSIDE OF NUMBER 15, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| BAFFINS ROAD AT JUNCTION WITH LANGSTONE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| FOLKESTONE ROAD, OUTSIDE NO.113, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| A288 SOUTH PARADE AT JUNCTION WITH A288 ST HELENS PARADE, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| ANGERSTEIN ROAD JUNCTION WITH CARDIFF ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| AIRPORT SERVICE ROAD AT JUNCTION WITH DUNDAS LANE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 SOUTH PARADE AT JUNCTION WITH JACK COCKERILL WAY, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| A288 MILTON ROAD, 24 METERS SE OF JUNCTION WITH LOCKSWAY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 SOUTH PARADE, 50 METERS E OF JUNCTION WITH JACK COCKERILL WAY, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 EASTNEY ROAD AT JUNCTION WITH BRANSBURY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 SOUTH PARADE, AT JUNCTION WITH BURGOYNE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ALLAWAY AVENUE AT JUNCTION BY TRURO ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 SOUTHSEA TERRACE OUTSIDE THE WHITE HORSE PUB, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH B2154 ELM GROVE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A288 WESTERN PARADE AT JUNCTION WITH KENT ROAD, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| B2154 ALBERT ROAD OUTSIDE OF THEE VAULTS PUBLIC HOUSE, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A288, COPNOR ROAD, 29 METERS S FROM JUNCTION WITH STUBBINGTON AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 THE HARD, AT JUNCTION WITH BRUNEL HOUSE CAR PARK, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288, COPNOR ROAD, 40 METERS SOUTH OF JUNCTION WITH NEW ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A397 NORTHERN ROAD OUTSIDE BOWLING GREEN, COSHAM, HAMPSHIRE | | 1 | | 1 |
| A288 EASTNEY ROAD AT JUNCTION WITH DEVONSHIRE AVENUE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ALBERT ROAD JUNCTION WITH NAPIER ROAD, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| A288, COPNOR ROAD, AT JUNCTION WITH MAYFIELD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ALLAWAY AVENUE, 35 METERS E OF JUNCTION WITH WALFORD ROAD, PAUSLGROVE, HAMPSHIRE. | | 1 | | 1 |
| A288 EASTNEY ROAD AT JUNCTION WITH DUNBAR ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ASHURST ROAD OUTSIDE NO.6-11, COSHAM, HAMPSHIRE | | | 1 | 1 |
| A288 COPNOR ROAD, AT JUNCTION WITH AMBERLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 MILTON ROAD, 23 METERS NE OF JUNCTION WITH DUDLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A297 NORTHERN ROAD AT JUNCTION WITH A27 EASTBOUND, COSHAM, HAMPSHIRE | | | 1 | 1 |
| B2154 40 METRES NW FROM JUNCTION WITH BUTCHER STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 EASTNEY ROAD AT JUNCTION WITH LANDGUARD ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 SOUTH PARADE AT JUNCTION WITH A288 ST HELEN PARADE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A288 EASTNEY ROAD, AT JUNCTION WITH DUNBAR ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 MUSEUM ROAD, 126 METERS NW OF JUNCTION WITH A288 LANDPORT TERRACE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 KINGS TERRACE AT JUNCTION WITH B2154 KINGS ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| B2155 WAVERLEY ROAD AT JUNCTION WITH BURGOYNE ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |

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| A288 COPNOR ROAD, AT JUNCTION WITH TOBY CARVERY, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH PORTSMOUTH ROAD, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| A3 ANGLESEA ROAD AT JUNCTION WITH QUEEN STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A397, NORTHERN ROAD, OUTSIDE BOWLING GREEN, COSHAM, HAMPSHIRE | | 1 | | 1 |
| A3 ANGLESEA ROAD AT JUNCTION WITH WHITE SWAN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| AIRPORT SERVICE ROAD, AT JUNCTION WITH ROBINSON WAY, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 AT JUNCTION WITH A27, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| ALEC ROSE LANE OUTSIDE OF HIGHBURY CITY OF PORTSMOUTH CENTRE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 AT JUNCTION WITH A397 PORTSMOUTH ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 EASTERN PARADE OUTSIDE OF NUMBER 32, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD 111 METRES SOUTHEAST OF JAMES ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ANCHORAGE ROAD AT JUNCTION WITH ROBINSON WAY, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 CAMBRIDGE ROAD AT JUNCTION WITH B2154 ST GEORGES ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ARUNDEL STREET AT JUNCTION WITH COTTAGE VIEW, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH A2030 VELDER AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| AYLESBURY ROAD, OUTSIDE NO.14, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 CAMBRIDGE ROAD, OUTSIDE TENNIS CENTRE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH MONTGOMERIE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 COMMERCIAL ROAD AT JUNCTION WITH A3 MARKETWAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH NUMBER 81, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| A3 COMMERCIAL ROAD OUTSIDE OF ALL SAINTS CHURCH, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD, OUTSIDE ESSO PETROL STATION, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 COMMERICAL ROAD AT JUNCTION WITH HOPE STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH FRANCIS AVENUE, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3 COMMERICAL ROAD, 28 METERS N OF JUNCTION WITH ALL SAINTS STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH B2151 VICTORIA ROAD SOUTH, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 HAMPSHIRE TERRACE AT JUNCTION WITH ST PAULS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH YARBOROUGH ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A3 HAMPSHIRE TERRACE OUTSIDE NO.24, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2154 HIGHLANDS ROAD AT JUNCTION WITH WINTER ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A288 COPNOR ROAD, AT JUNCTION WITH WALLINGTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ST GEORGE'S ROAD AT JUNCTION WITH GUNWHARF ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 HIGH STREET, OUTSIDE OF GRAMMAR SCHOOL, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |

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| B2155 CLARENDON ROAD AT JUNCTION WITH B2155 WAVERLEY ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 HOPE STREET AT JUNCTION WITH A3 MILE END ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH COLLEGE ROAD, FARLINGTON, HAMPSHIRE | | | 1 | 1 |
| A3 JUBILEE TERRACE AT JUNCTION WITH VICTORIA AVENUE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 SOUTH PARADE AT JUNCTION WITH FLORENCE ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 KINGSTON ROAD AT JUNCTION WITH NEW ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH WAYTE STREET, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD 100 METRES SOUTH OF M27 WESTBOUND JUNCTION 12 OFFSLIP, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A397 NORTHERN ROAD, 50 METERS N OF JUNCTION WITH PORTSMOUTH ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD 35 METRES SOUTH WEST OF B2177 SOUTHWICK HILL ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| ADAIR ROAD AT JUNCTION WITH TOKAR STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD 75 METRES SOUTH OF M27 WESTBOUND JUNCTION 12 OFFSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH PRIORY CRESCENT, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD 76 METRES SOUTH OF M27 WESTBOUND JUNCTION 12 OFFSLIP, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ALBERT GROVE OUTSIDE NUMBER 19, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD AT HILSEA BUS STATION, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ALBERT ROAD, AT JUNCTION WITH LAWRENCE ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH A2030 VELDER AVENUE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH TANGIER ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 MILTON ROAD AT JUNCTION WITH A288 BAFFINS ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ALLAWAY AVENUE AT JUNCTION WITH FALMOUTH ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH A27 WESTERN ROAD, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| ALLAWAY AVENUE AT JUNCTION WITH WASHBROOK ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH A27 WESTERN ROAD, HIGHBURY, HAMPSHIRE. | | 1 | | 1 |
| ALLCOT ROAD OUTSIDE NO.19, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH ESSO FILLING STATION, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| ANGERSTEIN ROAD AT JUNCTION WITH CARDIFF ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH A3 LONDON ROAD ON SLIP, COSHAM, HAMPSHIRE | | 1 | | 1 |
| ARUNDEL STREET AT JUNCTION WITH A2030 HOLBROOK ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ARUNDEL STREET, 42 METERS E OF JUNCTION WITH UPPER ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| AUCKLAND ROAD EAST AT JUNCTION WITH LENNOX ROAD SOUTH, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |

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| A288 MILTON ROAD AT JUNCTION WITH ESSO GARAGE EXIT, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH A2030 WINSTON CHURCHILL AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD AT JUNCTION WITH B2177 SOUTHWICK HILL ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD OUTSIDE OF ST MARY'S HOSPITAL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH LOCKSWAY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD NORTH OUTSIDE NUMBER 62, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH CAR PARK, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH MARMION ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH LOCKSWAY ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH ST VINCENT ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A3 LONDON ROAD AT JUNCTION WITH HILSEA LIDO ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2152 LAKE ROAD AT JUNCTION WITH A2030 HOLBROOK ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD, OUTSIDE NO.102, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 PIER ROAD AT JUNCTION WITH DUISBURG WAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH MAGDALEN ROAD, HILSEA, HAMPSHIRE. | | | 1 | 1 |
| A288 SOTUHSEA TERRACE AT JUNCTION WITH CASTLE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH PERONNE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH ST RONAN'S ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH SHELL SERVICE STATION, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2154 ALBERT ROAD, 40 METERS E OF JUNCTION WITH BOULTON ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| A3 LONDON ROAD AT JUNCTION WITH SOUTHWOOD ROAD, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| B2154 ELM GROVE AT JUNCTION WITH GROVE ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD JUNCTION WITH HEWETT ROAD, PORTSMOUTH HAMPSHIRE | 1 | | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH THE THICKET, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD OUTSIDE CHRIST CHURCH PORTSDOWN, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ELM GROVE, OUTSIDE NO.148, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD OUTSIDE OF NUMBER 76, COSHAM, HAMPSHIRE | | 1 | | 1 |
| B2154 HIGHLAND ROAD AT JUNCTION WITH WINTER ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 LONDON ROAD OUTSIDE SHELL FILLING STATION, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 KINGS ROAD, AT JUNCTION WITH CASTLE STREET, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD OUTSIDE SHELL GARAGE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 SAINT GEORGE'S ROAD AT JUNCTION WITH WARBLINGTON STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD, 120 METERS N OF JUNCTION WITH NORTHERN ROAD, HILSEA, HAMPSHIRE. | | 1 | | 1 |

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| B2154 ST GEORGE'S ROAD AT JUNCTION WITH ST THOMAS STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 LONDON ROAD, 50 METRES NW OF WIDLEY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154, ALBERT ROAD, AT JUNCTION WITH ALBERT GROVE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 LONDON ROAD, AT JUNCTION WITH SUNDRIDGE CLOSE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2155 CLARENDON ROAD AT JUNCTION WITH GRANADA ROAD, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| A3 MARKET WAY AT JUNCTION WITH CASCADES APPROACH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH CROOKHORN LANE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 MARKET WAY AT JUNCTION WITH UNICORN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH FARLINGTON AVENUE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A3 MARKET WAY, 78 METERS NE OF JUNCTION WITH UNICORN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 SOUTH PARADE AT JUNCTION WITH BURGOYNE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH MEON ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH PORTSMOUTH ROAD, COSHAM, HAMPSHIRE | | 1 | | 1 |
| A3 MILE END ROAD 102 METRES SOUTH OF PRINCESS ROYAL WAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH WAYTE STREET, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH NUMBER 245, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH WAYTE STREET, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 MILE END ROAD AT JUNCTION WITH A2047 KINGSTON CRESCENT, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A397 NORTHERN ROAD OUTSIDE HMRC LYNX HOUSE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 MILE END ROAD AT JUNCTION WITH A3 HOPE STREET, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A397 NORTHERN ROAD, AT JUNCTION WITH PORTSMOUTH ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 MILE END ROAD AT JUNCTION WITH CHURCH STREET, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A397, NORTHERN ROAD, OUTSIDE BP GARAGE 70 METERS S OF JUNCTION WITH A3 SOUTHAMPTON ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A3 MILE END ROAD AT JUNCTION WITH CHURCH STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| AGINCOURT ROAD OUTSIDE NUMBER 2, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 MILE END ROAD AT JUNCTION WITH KETTERING TERRACE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| AIRPORT SERVICE ROAD AT JUNCTION WITH ROBINSON WAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 MILE END ROAD AT JUNCTION WITH PRINCESS ROYAL WAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| AIRPORT SERVICE ROAD, APPROX 30 METRES SE FROM DUNDAS ROAD, ANCHORAGE PARK, HAMPSHIRE. | | 1 | | 1 |
| A288 CROMWELL ROAD AT JUNCTION WITH HENDERSON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH ST MARYS ROAD, FRATTON, HAMPSHIRE. | | | 1 | 1 |
| A3 MILE END ROAD, OUTSIDE MORRISONS, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ALBERT ROAD AT CROSSROADS JUNCTION WITH LAWRENCE ROAD AND WAVERLY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |

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| A3 NORTHERN PARADE AT JUNCTION WITH HILSEA CRESCENT, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| ALBERT ROAD, 25 METERS E OF HIGH STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 NORTHERN PARADE AT JUNCTION WITH MAGDALEN ROAD | | | 1 | 1 |
| ALEC ROSE LANE 23 METRES WEST OF JUNCTION WITH THE MARY ROSE STREET PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| A3 NORTHERN PARADE AT JUNCTION WITH NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| ALEC ROSE LANE, 63 METERS E OF GUILDHALL WALK, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 NORTHERN PARADE AT JUNCTION WITH NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| ALLAWAY AVENUE 75 METRES SOUTH WEST OF WOOFFERTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN PARADE AT JUNCTION WITH OAKWOOD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ALLAWAY AVENUE AT JUNCTION WITH A27 SOUTHAMPTON ROAD, PAULSGROVE, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN PARADE AT JUNCTION WITH PORTSWOOD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH UNION ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 NORTHERN PARADE AT THE JUNCTION WITH OAKWOOD ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 MILTON ROAD AT JUNCTION WITH WARREN AVENUE, SOUTHSEA, HAMPSHIRE | | 1 | | 1 |
| A3 NORTHERN PARADE OUTSIDE NUMBER 189-199, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 MILTON ROAD OUTSIDE OF NUMBER 143, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 NORTHERN PARADE OUTSIDE OF NUMBER 32, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| ALLAWAY AVENUE, AT JUNCTION WITH MARSDEN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 NORTHERN PARADE, 48 METERS E OF JUNCTION WITH TWTFORD AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| ANCHORAGE ROAD AT JUNCTION PAINTER CLOSE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN PARADE, 64 METERS NE OF MAGDALEN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| ANCHORAGE ROAD AT ROUNDABOUT WITH SYWELL CRESCENT, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN PARADE, AT JUNCTION WITH GLADYS AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ANGERSTEIN ROAD AT JUNCTION WITH GLADYS AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 MILTON ROAD AT JUNCTION WITH PRIORDEAN AVENUE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| ARUNDAL STREET 35 METRES EAST OF COTTAGE VIEW, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3 NORTHERN PARADE, AT JUNCTION WITH MATAPAN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| ARUNDEL STREET AT JUNCTION WITH BUCKINGHAM STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 NORTHERN ROAD AT JUNCTION WITH A3 SOUTHAMPTON ROAD PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| ARUNDEL STREET OUTSIDE OF OASIS CHURCH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 NORTHERN ROAD AT JUNCTION WITH SPUR ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| ARUNDEL STREET, 42 METERS W OF JUNCTION WITH A2030, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A3 NORTHERN ROAD AT JUNCTION WITH SPUR ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| ASTON ROAD AT JUNCTION WITH WINTER ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN ROAD AT JUNCTION WOTH WYLLIE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| AUGUSTINE ROAD OUTSIDE OF NUMBER 11, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 NORTHERN ROAD OUTSIDE BP PETROL STATION, COSHAM, HAMPSHIRE | 1 | | | 1 |
| B1255 WAVERLEY ROAD, OUTSIDE NO.6, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3 NORTHERN ROAD, 41 METERS SW OF JUNCTION WITH LONDON ROAD, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH A2030 WINSTON CHURCHILL AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 PORTSBRIDGE RBT AT JUNCTION WITH A27 WESTERN ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH B2154 ELM GROVE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 PORTSBRIDGE ROUNDABOUT AT JUNCTION WITH A27 WESTBOUND JUNCTION 12 OFF-SLIP, HIGHBURY, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH MONTGOMERIE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 PORTSBRIDGE ROUNDABOUT AT JUNCTION WITH A27 WESTERN ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH ST DAVIDS ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 SOUTHAMPTON ROAD AT JUNCTION WITH A27 SOUTHAMPTON, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH B2154 ALBERT ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3 SOUTHAMPTON ROAD AT JUNCTION WITH A27 WESTERN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH CLARENCE ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3 SOUTHAMPTON ROAD AT JUNCTION WITH A3 NORTHERN ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH MARMION ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 SOUTHAMPTON ROAD AT JUNCTION WITH A397 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH RICHMOND ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH PRIORY CRESCENT PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| B2151 VICTORIA ROAD SOUTH AT JUNCTION WITH VICTORIA GROVE, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3 SOUTHAMPTON ROAD AT JUNCTION WITH SUNDRIDGE CLOSE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2152 HIGHLAND ROAD AT JUNCTION WITH CROMWELL ROAD, MILTON, HAMPSHIRE. | | | 1 | 1 |
| A288 MILTON ROAD AT JUNCTION WITH PRIORY CRESCENT, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| B2152 LAKE ROAD AT JUNCTION WITH ALEXANDRA ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A3 SOUTHAMPTON ROAD, APPROX 115 METRES SW FROM JUNCTION WITH ALLAWAY AVENUE, WYMERING, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD, OUTSIDE NO.82, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A3 ST MICHAELS ROAD AT JUNCTION WITH A3 CAMBRIDGE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| B2152 LAKE ROAD, OUTSIDE NO. 134, LANDPORT, HAMPSHIRE. | 1 | | | 1 |
| A3 STAMSHAW ROAD AT JUNCTION WITH A2047 KINGSTON CRESCENT, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH B2151 VICTORIA ROAD SOUTH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |

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| A3 STAMSHAW ROAD AT JUNCTION WITH ANDERSTEIN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH FAWCETT ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3 STAMSHAW ROAD AT JUNCTION WITH DERBY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH PRIVATE ACCESS DRIVEWAY TO 27A, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 STAMSHAW ROAD AT JUNCTION WITH PENROSE CLOSE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| B2154 ALBERT ROAD AT JUNCTION WITH FRANCIS AVENUE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A288 MILTON ROAD AT JUNCTION WITH PRIORY CRESCENT, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| B2154 ALBERT ROAD, 35 METRES W FROM HAROLD ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2177 PORTSDOWN HILL ROAD, AT JUNCTION WITH A3 LONDON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ALBERT ROAD, OUTSIDE O'NEILLS, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| B2177 SOUTHWICK HILL ROAD 253 METRES NORTH WEST OF FORT WIDLEY MARRIED QUARTERS, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH GROVE ROAD NORTH, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| B2177 SOUTHWICK HILL ROAD AT JUNCTION WITH HUNTER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH GROVE ROAD SOUTH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2177 SOUTHWICK HILL ROAD OUTSIDE QA HOSPITAL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH ST PETER'S GROVE, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| B2177 SOUTHWICK ROAD AT JUNCTION WITH CAR PARK 36 METRES NORTH WEST OF B2177 PORTSDOWN HILL ROAD RBT, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 ELM GROVE AT JUNCTION WITH VICTORIA ROAD SOUTH, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| BAFFINS ROAD AT JUNCTION WITH HAYLING AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 ELM GROVE OUTSIDE NO.51 TO 61, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A3 TWYFORD AVENUE AT JUNCTION WITH WALKER ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 HIGHLAND ROAD 26 METRES NORTHEAST OF ST MARGARETS CHURCH, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| A3 TWYFORD AVENUE, AT JUNCTION WITH STANLEY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 HIGHLAND ROAD AT JUNCTION WITH HASLEMERE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A3, CAMBRIDGE ROAD, AT JUNCTION WITH ST GEORGES ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 HIGHLAND ROAD, 28 METERS W OF JUNCTION WITH HELLYER ROAD, SOUTHSEA, HAMPSHIRE. | | | 1 | 1 |
| A3, KING RICHARD 1ST ROAD, AT JUNCTION WITH A2030, WINSTON CHURCHILL AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2154 KINGS ROAD AT JUNCTION WITH A288 KINGS TERRACE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3020 EASTERN ROAD 475 METERS SOUTH OF JUNCTION WITH A27, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B2154 MUSEUM ROAD AT JUNCTION WITH KINGS TERRACE, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3020 EASTERN ROAD AT JUNCTION WITH A27 WESTBOUND ONSLIP, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2154 MUSEUM ROAD, 58 METERS W OF JUNCTION WITH A33 KINGS TERRACE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A3020 EASTERN ROAD AT JUNCTION WITH HARVESTER PH, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |

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| B2154 ST GEORGES ROAD AT JUNCTION WITH GUNWHARF ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3020 EASTERN ROAD AT JUNCTION WITH HARVESTER PUBLIC, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 EASTERN PARADE, 23 METERS E OF JUNCTION WITH BRADING AVENUE, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3020 EASTERN ROAD AT JUNCTION WITH SWORDSANDS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 THE HARD AT JUNCTION WITH ORDNANCE ROW, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3020 GOLDSMITH AVENUE, AT JUNCTION WITH FAWCETT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154 VICTORIA ROAD AT JUNCTION WITH ELM GROVE, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A3020 GOLDSMITH AVENUE, AT JUNCTION WITH FRATTON WAY, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2154, ALBERT ROAD, SOUTHSEA, HAMPSHIRE. | 1 | | | 1 |
| A3020 HAVANT ROAD AT JUNCTION WITH FARLINGTON AVENUE PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| B2155 CLARENDON ROAD AT JUNCTION WITH BURGOYNE ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A3020 HOLBROOK ROAD AT JUNCTION WITH ARUNDEL STREET, FRATTON, HAMPSHIRE. | 1 | | | 1 |
| B2155 LAWRENCE ROAD AT JUNCTION WITH CAMPBELL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3020 HOLBROOK ROAD AT JUNCTION WITH SOMERS ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2155 WAVERLEY ROAD OUTSIDE 92 SOUTHSEA HAMPSHIRE | 1 | | | 1 |
| A3020 VELDER AVENUE AT JUNCTION WITH A288 MILTON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH BOUNDARY WAY, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| A37 SOUTHAMPTON ROAD AT JUNCTION WITH COMPASS ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH CROOKHORN LANE, FARLINGTON, HAMPSHIRE | 1 | | | 1 |
| A397 AT JUNCTION WITH A3 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH HOLMDENE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A397 NORHTERN ROAD AT JUNCTION WITH WAYTE STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH VIEW POINT CAR PARK, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A397 NORTHERN ROAD APPROX 25 METRES NORTH FROM JUNCTION WITH WAYTE STREET, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| B2177 PORTSDOWN HILL ROAD, 35 METERS E OF LONDON ROAD, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH A27 EASTBOUND ONSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 SOUTH PARADE AT JUNCTION WITH FLORENCE ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A397 NORTHERN ROAD AT JUNCTION WITH M27 SLIP ROADS, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 STAMSHAW ROAD AT JUNCTION WITH TWYFORD AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2177 SOUTHWICK HILL ROAD AT JUNCTION WITH A3 LONDON ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 STAMSHAW ROAD, AT JUNCTION WITH A2047, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| B2177 SOUTHWICK HILL ROAD OUTSIDE FORT WIDLEY COTTAGES, PORTMOUTH, HAMPSHIRE | | | 1 | 1 |
| A3 STAMSHAW ROAD, OUTSIDE NO. 62, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |

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| B2177 SOUTHWICK ROAD 40M NORTHWEST OF RBT, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 TWYFORD AVENUE AT JUNCTION WITH KNOX ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| B21777 PORTSDOWN HILL ROAD AT JUNCTION WITH LONDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A3 TWYFORD AVENUE AT JUNCTION WITH M275 S/B RUDMORE OFF-SLIP, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 COPNOR ROAD, 35 METERS S OF JUNCTION WITH MADEIRA ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A3 TWYFORD AVENUE AT JUNCTION WITH WALKER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH PUBLIC HOUSE CAR PARK ENTRANCE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 SOUTHAMPTON ROAD, 134 METERS E OF JUNCTION WITH CLEMENT ATTLEE WAY, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH BURRFIELDS ROAD, PORTSEA ISLAND, HAMPSHIRE. | 1 | | | 1 |
| A2030 EASTERN ROAD, 40 METERS NE OF JUNCTION WITH SWORDSANDS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 WESTERN ROAD OUTSIDE OF VILLAGE HOTEL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 VELDER AVENUE AT JUNCTION WITH A288 MILTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 OLD LONDON ROAD AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 EASTERN ROAD, 50 METERS NE OF JUNCTION WITH KIRPAL ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE ROUNDABOUT, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A2030 VELDER AVENUE AT JUNCTION WITH EUSTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTBOUND OFFSLIP AT JUNCTION WITH A27 WESTBOUND, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2030 VICTORIA ROAD NORTH AT JUNCTION WITH A2030 HOLBROOK ROAD, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD 37 METRES NORTH OF TANGIER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 VICTORIA ROAD NORTH AT JUNCTION WITH B2151 VICTORIA ROAD NORTH, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE OUTSIDE NO.231, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 WINSTON CHURCHILL AVENUE 42 METERS W OF JUNCTION WITH BLACKFRIARS ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 EASTBOUND AT JUNCTION WITH A27 EASTBOUND ONSLIP, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2030 WINSTON CHURCHILL AVENUE 50 METRES EAST OF COMMERCIAL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH FITZHERBERT ROAD PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| A2030 WINSTON CHURCHILL AVENUE AT JUNCTION WITH A2030 HOLBROOK ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH A3 SOUTHAMPTON ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A2030 WINSTON CHURCHILL AVENUE AT JUNCTION WITH B2151 VICTORIA ROAD NORTH, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTBOUND AT MARKER POST 47.0, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 WINSTON CHURCHILL AVENUE AT JUNCTION WITH BLACKFRIARS ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH A3 SOUTHAMPTON ROAD, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2030 WINSTON CHURCHILL AVENUE AT JUNCTION WITH ISAMBARD BRUNEL ROAD, PORTSMOTUH, HAMPSHIRE. | | 1 | | 1 |
| A27, SOUTHAMPTON ROAD, AT JUNCTION WITH PORTSDOWN ROAD, PAULSGROVE, HAMPSHIRE | | 1 | | 1 |

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| A2030 EASTERN ROAD AT JUNCTION WITH A27 EASTBOUND, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH GREEN LANE PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| A2030 EASTERN ROAD, 53 METERS N OF JUNCTION WITH TANGIER ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 LAKE ROAD AT JUNCTION WITH ALEXANDRA ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 WINSTON CHURCHILL AVENUE OUTSIDE OF HIGHBURY CITY OF PORTSMOUTH CENTRE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 LONDON ROAD, 100 METERS S OF JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 WINSTON CHURCHILL AVENUE OUTSIDE OF UNIVERSITY OF PORTSMOUTH ELDON BUILDING, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD 348 METERS S OF JUNCTION WITH A27 HAVANT BYPASS, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 WINSTON CHURCHILL AVENUE, 31 METERS E OF JUNCTION WITH WALTHAM STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH BURRFIELDS ROAD | 1 | | | 1 |
| A2030 WINSTON CHURCHILL AVENUE, AT JUNCTION WITH ISAMBARD BURNEL ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 EASTBOUND, AT MARKER POST 50.0, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| A2030 WINSTON CHURCHILL AVENUE, AT JUNCTION WITH MIDDLE STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 HAVANT BYPASS AT JUNCTION WITH A27 HAVANT BYPASS ONSLIP, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 WINSTON CHURCHILL AVENUE, OUTSIDE UNIVERSITY BUILDING, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 PORTSBRIDGE RNB, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD, 57 METERS S OF JUNCTION WITH ANCHORAGE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH NUMBER 133, PAULSGROVE, HAMPSHIRE | 1 | | | 1 |
| A2030, EASTERN ROAD, AT JUNCTION WITH A27, EASTBOUND ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 HAVANT ROAD, AT JUNCTION WITH GILLMAN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030, EASTERN ROAD, AT JUNCTION WITH BURRFIELDS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 HOLBROOK ROAD 47 METRES N OF SOMERS ROAD NORTH, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 EASTERN ROAD, OPPOSITE FLATS 229, PORTSMOUTH HAMPSHIRE. | | 1 | | 1 |
| A27 WESTERN ROAD 50M WEST OF NORTH HARBOUR ROAD PORTSMOUTH HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH A27 EASTERN ROAD ONSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH IBM, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030, HOLBROOK ROAD, OUTSIDE THE ENTRANCE TO ASDA PETROL STATION, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 WESTERN ROAD, AT JUNCTION WITH A397 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030, WINSTON CHURCHILL AVENUE, AT JUNCTION WITH BLACKFRIARS ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH SWORD SANDS ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 AT JUNCTION WITH NORTHWOOD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 HOLBROOK ROAD, 40 METERS SE OF JUNCTION WITH LAKE ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH PENHALE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |

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| A288 COPNOR ROAD AT JUNCTION WITH LARKHILL ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH A2030 GOLDSMITH AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH WALLINGTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH A2030 VICTORIA ROAD NORTH, FRATTON, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD OUTSIDE OF SNOWS MINI GARAGE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH A2030 VICTORIA ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD OUTSIDE OF THE FOUNTAIN PUBLIC HOUSE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD, AT JUNCTION WITH NORTH END AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE 100 METRES W OF JUNCTION WITH FERNHURST ROAD, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| A2047, KINGSTON ROAD, AT JUNCTION WITH STIRLING STREET, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH CHURCH ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047, LONDON ROAD, OUTSIDE TRAFALGAR SCHOOL, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH CORNWALL ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 EASTBOUND AT MARKER POST 46.8, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH HALFORDS CAR PARK, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 EASTBOUND AT MARKERPOST 49.6, FARLINGTON MARSHES, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH NEWCOMBE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 EASTBOUND MARKER POST 49.9, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH NEWCOME ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 EASTERN ROAD OFF SLIP AT JUNCTION WITH A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH NEWCOME ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 HAVANT BYPASS AT JUNCTION WITH A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH PENHALE ROAD, FRATTON, HAMPSHIRE | | | 1 | 1 |
| A2030 GOLDSMITH AVENUE OUTSIDE OF SHELL PETROL STATION, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH A27 HAVANT BYPASS, FARLINGTON, HAMPSHIRE. | | 1 | | 1 |
| A27 PORTSBRIDGE 50M E OD PORTSBRIDGE ROUNDABOUT, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH SAMFORD STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE, 25 METERS E OF JUNCTION WITH A2047 FRATTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH SANDRINGHAM ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE, AT JUNCTION WITH WINTER ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 GOLDSMITH AVENUE APPROACHING ROUNDABOUT NEAR JUNCTION TO A2047 FRATTON ROAD, PORTSMOUTH, H | 1 | | | 1 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH RACECOURSE LANE, PORSTMOUTH, HAMPSHIRE | | | 1 | 1 |

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| A2030 GOLDSMITH AVENUE AT JUNCTION WITH A2047 FRATTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 HAVANT ROAD AT JUNCTION WITH LOWER FARLINGTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD AT JUNCTION WITH STAMFORD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTBOUND AT JUNCTION WITH JUNCTION 12 OFFSLIP, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 FRATTON ROAD JUNCTION WITH LUCKNOW STREET PORTSMOUTH HAMPSHIRE | 1 | | | 1 |
| A27 WESTBOUND AT MARKER POST 500.1, FARLINGTON, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD OUTSIDE 108 TO 114, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTBOUND MARKER POST 49.7, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 EASTER ROAD, AT JUNCTION WITH BURFIELDS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD, 255 METERS S OF JUNCTION WITH GROVE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 FRATTON ROAD OUTSIDE NUMBER 31, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD OUTSIDE NUMBER 38, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD 94 METRES SOUTH OF A27 EASTBOUND, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD OUTSIDE NUMBER 44, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH M27 EASTBOUND JUNCTION 12 LINK ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD OUTSIDE WESLEY CENTRE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH LAKE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 FRATTON ROAD, 22 METERS N OF JUNCTION WITH A2030 GOLDSMITH AVENUE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 WESTERN ROAD, COSHAM HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD, 30 METERS N OF ST MARYS ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 BAFFINS ROAD AT JUNCTION WITH HAYLING AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 FRATTON ROAD, 35 METERS N OF ST MARYS ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 CLARENCE PARADE AT JUNCTION WITH OSBORNE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 FRATTON ROAD, AT JUNCTION WITH B2152 LAKE ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH A2047 LONDON ROAD, HILSEA, HAMPSHIRE. | 1 | | | 1 |
| A2047 GOLDSMITH AVENUE AT JUNCTION WITH FERNHURST ROAD, SOUTHSEA, HAMPSHIRE. | | 1 | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH EPWORTH ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH A288 MILTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH HAYLING AVENUE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH A2047 KINGSTON CRESCENT SERVICE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 HOLBROOK ROAD, AT JUNCTION WITH ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH A2047 KINGSTON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |

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| A2030 EASTERN ROAD AT JUNCTION WITH TANGIER ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH A2047 LONDON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD OUTSIDE COPNOR PRIMARY SCHOOL, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH GAMBLE ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD OUTSIDE NUMBER 76, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH HEATHFIELD ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD OUTSIDE OF LIDL, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 KINGSTON CRESCENT AT JUNCTION WITH HEATHFIELD ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A2047 LONDON ROAD OUTSIDE OF NUMBER 9, HILSEA, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON CRESCENT OUTSIDE OF NUMBER 81, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 LONDON ROAD OUTSIDE OF TRAFALGAR SCHOOL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH THE GOOD COMPANION PUBLIC HOUSE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD, 81 METERS SE OF JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON CRESCENT, AT JUNCTION WITH MILE END ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD, OUTSIDE NO.53, DOMINOS, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH A2047 KINGSTON CRESCENT, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047, FRATTON ROAD, OUTSIDE ST MARYS CHURCH, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FAWCETT ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047, LONDON ROAD, AT JUNCTION WITH LABURNUM GROVE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH BINSTEED ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE OUTSIDE NUMBER 233, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH BINSTEED ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH CURTIS MEAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FAWCETT ROAD, SOUTHSEA, HAMPSHIRE | | | 1 | 1 |
| A27 EASTBOUND AT JUNCTION WITH A27 EASTBOUND PORTSBRIDGE ONSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH ESSO PETROL STATION EXIT, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH BURFIELDS ROAD, BAFFINS, HAMPSHIRE. | | | 1 | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FRANCIS AVENUE, FRATTON, HAMPSHIRE. | 1 | | | 1 |
| A27 EASTBOUND AT MARKERPOST 47.3, HIGHBURY, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH POERSCOURT ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 EASTBOUND MARKER POST 47.1, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 EASTERN ROAD 91 METRES NORTHEAST OF SPEED CAMERA, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 EASTBOUND MARKER POST 49.5, FARLINGTON, HAMPSHIRE | 1 | | | 1 |

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| A2047 KINGSTON ROAD AT JUNCTION WITH POWERCOURT ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 EASTBOUND MARKER POST 50 | | | 1 | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH FRATTON TRAINCARE DEPOT, SOUTHSEA, HAMPSHIRE | 1 | | | 1 |
| A27 EASTERN ROAD EASTBOUND ONSLIP, COSHAM, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH QUEENS ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A27 EASTERN ROAD ON SLIP 138 METRES EAST OF JUNCTION WITH A27 HAVANT BYPASS, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH THE GOOD COMPANION PH, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A27 HAVANT BY PASS AT JUNCTION WITH A27 HAVANT BY PASS ONSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH STIRLING STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 HAVANT BYPASS AT JUNCTION WITH A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH SULTAN ROAD PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| A27 HAVANT BYPASS AT MARKER POST 48.2, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| B2151 VICTORIA ROAD NORTH AT JUNCTION WITH BRADFORD ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 HAVANT BYPASS ON-SLIP AT JUNCTION WITH A27 EASTBOUND, FARLINGTON, HAMPSHIRE | | | 1 | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH WASHINGTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE, 170 METERS E OF JUNCTION WITH A2047 FRATTON ROAD, FRATTON, HAMPSHIRE. | | | 1 | 1 |
| A2047 KINGSTON ROAD AT JUNCTION WITH WASHINGTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 PORTSBRIDGE RBT AT JUNCTION WITH A27 WESTER ROAD, COSHAM, HAMPSHIRE | | | 1 | 1 |
| A2047 KINGSTON ROAD JUNCTION WITH STIRLING STREET, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A27 PORTSBRIDGE ROUNDABOUT UNDER M27 UNDERPASS, HILSEA, HAMPSHIRE | | | 1 | 1 |
| A2047 KINGSTON ROAD OUSIDE OF NUMBER 173, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE, AT JUNCTION WITH B2155 FAWCETT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 KINGSTON ROAD OUTSIDE NUMBER 36, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH ALLAWAY AVENUE, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON ROAD OUTSIDE OF NUMBER 22 AGE CONCERN, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27 SOUTHAMPTON ROAD AT JUNCTION WITH CLEMENT ATTLEE WAY, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH LIDL, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLSMITH AVENUE AT JUNCTION WITH WINTER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 KINGSTON ROAD, AT JUNCTION WITH QUEENS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 HAVANT ROAD AT JUNCTION WITH GALT ROAD, FARLINGTON, HAMPSHRIE | 1 | | | 1 |
| A2047 KINGSTON ROAD, OUTSIDE THE BRADBURY CENTRE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 SOUTHAMPTON ROAD, 180 METRES EAST FROM CLEMENT ATTLEE WAY, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION MAYFIELD ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |

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| A2030 EASTERN ROAD OUTSIDE OF THE HAVESTER RESTAURANT, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH A2047 OLD LONDON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 WESTBOUND AT JUNCTION WITH A27 WESTBOUND OFFSLIP, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH A3 NORTHERN PARADE, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A2030 HOLBROOK ROAD 201 METRES NORTH EAST OF ARUNDEL STREET, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH AMBERLEY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 HOLBROOK ROAD 29 METRES SOUTH OF B2152 LAKE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD, 25 METERS S OF JUNCTION WITH TANGIER ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH HOLIDAY INN HOTEL , PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH TANGIERS ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH A2030 VICTORIA ROAD NORTH, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH BATTENBURG AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 WESTBOUND OFFSLIP AT JUNCTION WITH A2030 EASTERN ROAD, PORTSMOUTH, HAMPSHIRE. | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH PRINCE ALBERT ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH STRID AVENUE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH BATTENBURG ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A27 WESTERN ROAD 43 METRES NORTHWEST OF LYNX HOUSE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH BEECHWOOD ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH STRIDE AVENUE PORTSMOUTH HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH CHICHESTER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH A3 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH WALTON ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH A3 SOUTHAMPTON ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH CHITCHESTER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD APPROACHING JUNCTION WITH AIRPORT SERVICE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH DERBY ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A27 WESTERN ROAD AT JUNCTION WITH LAKESIDE ROAD, COSHAM, HAMPSHIRE. | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH DOYLE AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH A27 SLIP ROADS, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 EASTERN ROAD AT JUNCTION WITH WALTON ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 WESTERN ROAD, 155 METRES NW FROM PORTSBRIDGE ROUNDABOUT, COSHAM, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH KIRBY ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 HOLBROOK ROAD AT JUNCTION WITH SOMERS ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |

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|--|---|---|---|---|
| A2047 LONDON ROAD AT JUNCTION WITH KIRBY ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A27 WESTERN ROAD, AT JUNCTION WITH A397 NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH LABURNUM GROVE, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A27, AT MARKER POST 47.7, HAVANT, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH LONDON AVENUE, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A27, WESTERN ROAD, AT JUNCTION WITH A397, NORTHERN ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 EASTERN ROAD OUTSIDE OF SHELL GARAGE, COSHAM, HAMPSHIRE | 1 | | | 1 |
| A288 BAFFINS ROAD AT JUNCTION WITH HAYLING AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH MAYFIELD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 BAFFINS ROAD AT JUNCTION WITH LANGSTONE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH MERRIVALE ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 COPNER ROAD OUTSIDE NUMBER 9, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH MONTAGUE ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 COPNOR ROAD 43 METRES OF WEST OF DOVER ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH MUNSTER ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH BURRFIELDS ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH NORTHWOOD ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH COPYTHORN ROAD, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH OAKWOOD ROAD, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH GATCOMBE AVENUE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH WINTER ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH GREEN LANE, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH ST CHAD'S AVENUE, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH HEATHCOTE ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD 27 METRES NORTHEAST OF MOORINGS WAY, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH MILTON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2030 GOLDSMITH AVENUE AT JUNCTION WITH PRINCE ALBERT ROAD, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2030 HOLBROOK ROAD, AT JUNCTION WITH SOMERS ROAD NORTH, PORTSMOUTH, HAMPSHIRE. | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH TESCO CAR PARK, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 EASTERN ROAD, 30 METERS S FROM THE BRIDGE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH TESCO EXPRESS, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A288 COPNOR ROAD AT JUNCTION WITH TRAVELODGE, PORTSMOUTH, HAMPSHIRE. | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH TORRINGTON ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |

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|--|---|---|---|---|
| A288 COPNOR ROAD AT JUNCTION WITH WINTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2030 GOLDSMITH AVENUE AT THE JUNCTION WITH WINTER ROAD, SOUTHSEA, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A288 COPNOR ROAD OUTSIDE NUMBER 165, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH WASHINGTON ROAD, PORTSMOUTH, HAMPSHIRE | 1 | | | 1 |
| A2047 LONDON ROAD OUTSIDE NO.107, PORTSMOUTH, HAMPSHIRE | | 1 | | 1 |
| A2047 LONDON ROAD AT JUNCTION WITH ANGERSTEIN ROAD, PORTSMOUTH, HAMPSHIRE | | | 1 | 1 |

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Safer Travel

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

Portsmouth City Council Annual Casualty Reduction

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To reduce casualties along Portsmouth's roads, and to reduce speeds as one of the major causes of accidents, and to help make the route safer for active travel and travel, by installing road safety infrastructure, for example installing speed cushions, raised tables, VAS signs etc.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Extensive internal consultation is conducted, and external consultation will take place, at checkpoint 4 (design stage) of each LTP/wider road safety projects.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The road safety infrastructure implemented on Portsmouth's roads, will reduce offending speeds driven, provide safer routes generally, and reduce the potential for accidents along the route. The increase in route safety may encourage more active travel, which in turn could increase air quality and general health within the city.

How will you measure/check the impact of your proposal?

Accident data, speeds and public feedback can be monitored post scheme implementation to assess potential improvements.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There are no negative impacts that will result from road safety infrastructure to help make roads around the city safer. Increased route safety can in turn improve the quality of the homes in the vicinity.

How are you going to measure/check the impact of your proposal?

Post scheme assessment over speeds and road accident data.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Increased safety along roads in the city may encourage independent travel, and active travel, promoting exercise, improving physical and mental health etc.

How are you going to measure/check the impact of your proposal?

The primary purpose of the reduce road speeds and accidents along the route, and facilitate safer active travel, which in turn could lead to greater physical and mental health, and safety within the city.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improving safety infrastructure on the roads can help improve confidence in active travel which will benefit low-income households by providing a safer and more cost effective range of travel options.

How are you going to measure/check the impact of your proposal?
This will be checked by measuring the uptake in active and sustainable travel.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project will have no negative impact on the protected characteristics, and safer roads will have positive impacts for all.

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Road safety infrastructure and casualty reduction may encourage greater incidence of safer, and active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

How are you going to measure/check the impact of your proposal?

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improved road safety infrastructure will improve safety on the roads, and confidence in active travel, reducing the over-reliance on motorised vehicle travel.

How are you going to measure/check the impact of your proposal?

Greater active travel may reduce motorised vehicle journeys, thereby promoting sustainable energy usage for

travel. Facilitating greater active travel through increased route safety may reduce the frequent use of electric

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by reduced driving speed and greater safety along the route, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?

The measures will be based on reported carbon emissions from the BEIS report.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

While the project has noted its reduction of carbon emissions, and not other emissions that impact air quality, there will be a co-benefit of improved air quality. By encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

How are you going to measure/check the impact of your proposal?

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Active travel will be encouraged and facilitated by providing a safer roads and routes for pedestrians and cyclists, encouraging active travel. This will further reduce the likelihood of car accidents, improving safety on the roads around the city.

How are you going to measure/check the impact of your proposal?

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured along the route.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By increasing confidence in the road safety infrastructure, and active travel through walking and cycling, more opportunities will be facilitated for community based interaction, which may in turn help to encourage local events and community driven culture.

How are you going to measure/check the impact of your proposal?

This can be assessed by measuring how access to open and green space in the city is achieved, by which mode of travel etc.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Road accidents cost the local and national economy significant sums of money on an annual basis. Reduced road accidents make the city safer and more economically buoyant, which may in turn attract more businesses and employment opportunities into the city.

How are you going to measure/check the impact of your proposal?

This will be assessed by measuring the number of successful SMEs within the city; and how attractive the city is to larger businesses.

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Providing safer roads and safer routes around the city, and increased confidence for sustainable, active travel, over solely providing car dominated space, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

How are you going to measure/check the impact of your proposal?

This can be measured by travel surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Phil Rennie

This IIA has been approved by: ext 4889

Contact number: Michelle Love

Date: 02/21

Agenda Item 5



Title of meeting: Traffic & Transportation

Date of meeting: 25 February 2021

Subject: Safety Improvements (Safer Routes To School)

Report by: Tristan Samuels - Head of Regeneration

Wards affected: Hilsea (Mayfield Road); Baffins (Moorings Way; Hayling Avenue); Fratton (Moorland Road)

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the locations suggested for safer routes to school measures as part of the Safer Improvements LTP 2020/21 programme that was agreed in February 2020.

2. Recommendations

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

- 2.1 Approves the spend from the Local Transport Plan 3 - Safer Routes to School Improvements budget to be spent at:**
- **Mayfield School - junction of Mayfield Road and Kensington Road;**
 - **At least one other location from;**
 - 1. Moorland Road;**
 - 2. Moorings Way/Warren Avenue;**
 - 3. Hayling Avenue (all locations illustrated in Appendix A).**

3. Background

- 3.1** Travelling to education is the most common single purpose of walking journeys but there is huge potential to increase the proportion of children walking to school. A generation ago, 70% of primary school children walked to school but this has dropped to just over half (51%).

The government has a target in its Cycling and Walking Investment Strategy (CWIS) to have 55% of primary school children walking to school by 2025.

Source: www.gov.uk/government/case-studies/promoting-walking-in-primary-schools

- 3.2 The Portsmouth City Council Safer Routes to School programme promotes safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling through engineered changes to the main walking and cycling routes to schools.
- 3.3 In addition engineered changes Portsmouth City Council also offers a range of behavioural change activities led by "Stomper the Pompey Monster", a monster who will lead a school in a half term of activities that encourage children to walk to school and introduces them to the benefits through his other monster friends who teach children about road safety while en route and the benefits that walking to school has on local air quality,

4. Site Selection

Mayfield School (Mayfield Road/Kensington Junction)

- 4.1 Since 2014 Mayfield School has been an 'all-through school' offering education from 4 to 16 years. The 2019 DfE School Census recorded that Portsmouth City Council had 29,229 children aged 4-16 registered as in full time education with 25,713 registered in main stream Primary and Secondary. At full capacity Mayfield School accounts for 1420 of those pupils, current pupil numbers are 1349.
- 4.2 The existing school building is not fit for purpose and Mayfield staff and governors successfully bid for funding through the governments Priority Schools Building Program to completely rebuild the school at the eastern end of the current site on the junction of Mayfield and Kensington Road. Changes to the surrounding road network were not included in the scope of the scheme.
- 4.3 Portsmouth City Council Safer Travel Team carried out traffic assessment at the areas around of Mayfield School, noting issues around parking, and issues with the current hatched areas at the junction with Kensington Road/Mayfield Road, installed as a part of a previous Safer Routes to School scheme which have not completely solved the problem. Sight lines and visibility at the Mayfield/Kensington junction are detrimentally affected by inappropriate parking at school drop off and collection times. When the new build is complete in September 2021 and the main entrance is situated on this junction will see a significant increase in the number of pupils crossing and a reduction in traffic/increase in walking and cycling to school will work to ensure the area outside the school is as safe as possible.
- 4.2 It is proposed to construct new build outs at the junction of Kensington Road/Mayfield Road, to increase space for pedestrians/cyclists accessing the school site, reduce the ability to park directly outside the school, narrow the carriageway width to provide a reduced crossing distance and safer crossing location for pupils whilst still maintaining 2 way traffic, improve sight lines.

- 4.3 The council has engaged with the school, governors and Copnor ward councillors prior to the publication of this report and the scheme implemented will be in conjunction with all major stakeholders.
- 4.4 Mayfield Road has seen 1 accident in the last 5 years near the Kensington Road junction. To date the entrance of the school has not been located at this junction.

Moorland Road

- 4.4 Portsmouth City Council have complaints from local ward councillors, Hampshire Constabulary and residents about speeding along Moorland Road, and speed has been found to be a factor along one way roads around the city.
Moorland Road is also a key route to access St Mary's Road which is used to access Newbridge Junior School, Milton Cross Academy and Portsmouth Academy for pupils and who attend Portsmouth Academy key route with a total of 2,139 pupils attending.
- 4.5 It is proposed to install Vehicle Activated Signs on Moorlands Road to provide a clear visual indication to drivers how fast they are going which would lead to behavioural change of drivers and a reduction in speed.
If the speed of vehicles is reduced then confidence in route by pupils and their parents/carers will increase and the desired effect is to see an increase in pupils walking to school.
There have been 0 casualty accidents recorded over the last 5 years in the road and 2 damage only incidents with parked vehicles and property being damaged by vehicles travelling over the advertised 20mph speed limit.

Warren Avenue/Moorings Way

- 4.5 Portsmouth City Council have observed heavy pedestrian use of Moorings Way and Warren Avenue at the site of Moorings Way Infant School. The implementation of VAS/Dibond signage along the road(s) to reduce speeds of drivers, provide safer crossing points for pupils and reduced potential for casualties of vulnerable pedestrians would help make the route to school safer.
Warren Avenue has seen 6 slight accidents (5 at the junction with Milton Road, and 1 at junction with Moorings Way).

A speed survey was carried out on Moorings Way in March 2020 and the results are below:

Advertised speed limit - 20mph

Average vehicle speed = 23mph

85th percentile = 29mph

The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions).

Hayling Avenue

- 4.6 Portsmouth City Council have observed heavy pedestrian use on Hayling Avenue with pupils en route to Langstone Infant and Junior Academies and Milton Cross Academy. The schools have a combined total of 1440 pupils attending.
- 4.7 Residents have also given anecdotal evidence of vehicles speeding along Hayling Avenue
The implementation of VAS/Dibond signage along the road to reduce speeds of drivers, provide safer crossing points for pupils and reduced potential for casualties of vulnerable pedestrians.
- 4.8 Hayling Avenue is a very long and straight road, and has seen 12 accidents over the last 5 years; 2 serious and 6 slight directly linked to Hayling Avenue, the other 4 accidents recorded on roads leading to or from Hayling Avenue.
- 4.8 A mobile speed survey was carried out in Hayling Avenue in November 2020 and the results are below:

Advertised Speed Limit 20mph

Average speed = 24.26mph

85th percentile = 29mph

5. Integrated impact assessment

- 5.1 A full Integrated Impact Assessment accompanies this report.

6. Legal implications

- 6.1 The measures proposed within the recommendation are within the Council's statutory powers and duties in relation to traffic management and the management, maintenance and improvement of highways for which it is the responsible authority.

7. Director of Finance's comments

- 7.1 The cost of the improvements is approx. £70,000, which will be funded by the Safer Routes budget allocation within the 2020/21 Local Transport Plan approved by Full Council in 2020.

- 7.2 A full financial appraisal will be completed before any of the work is commenced to ensure the works can be delivered within this budget.

.....
Signed by:

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:

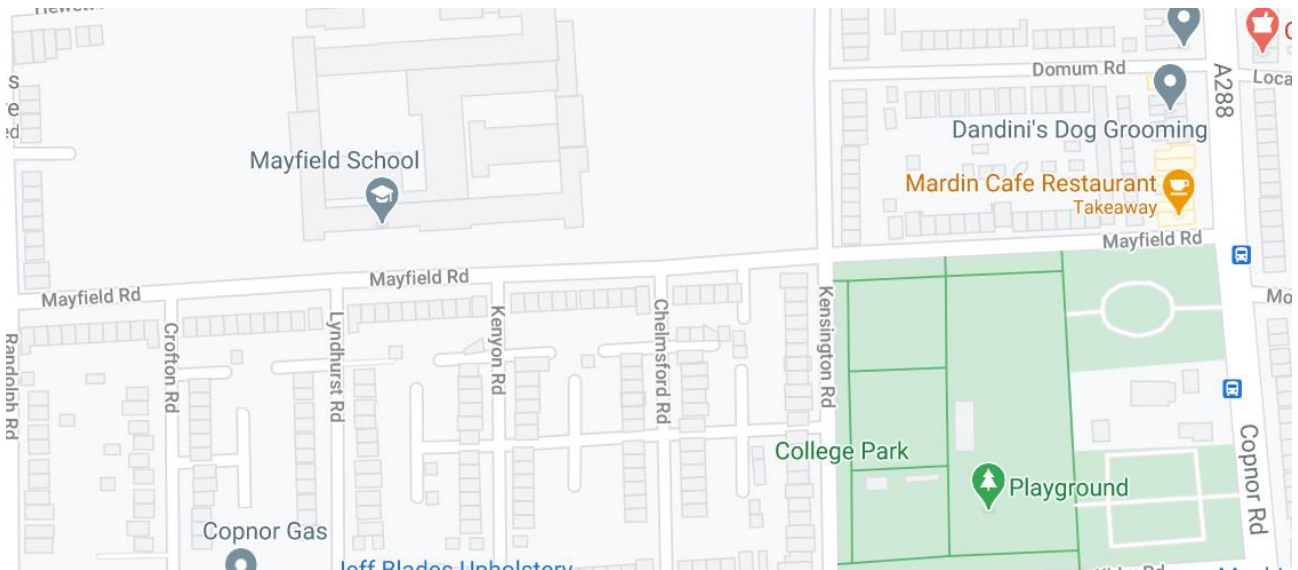
| Title of document | Location |
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The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:

Appendix 1

Mayfield Road/Kensington Junction:



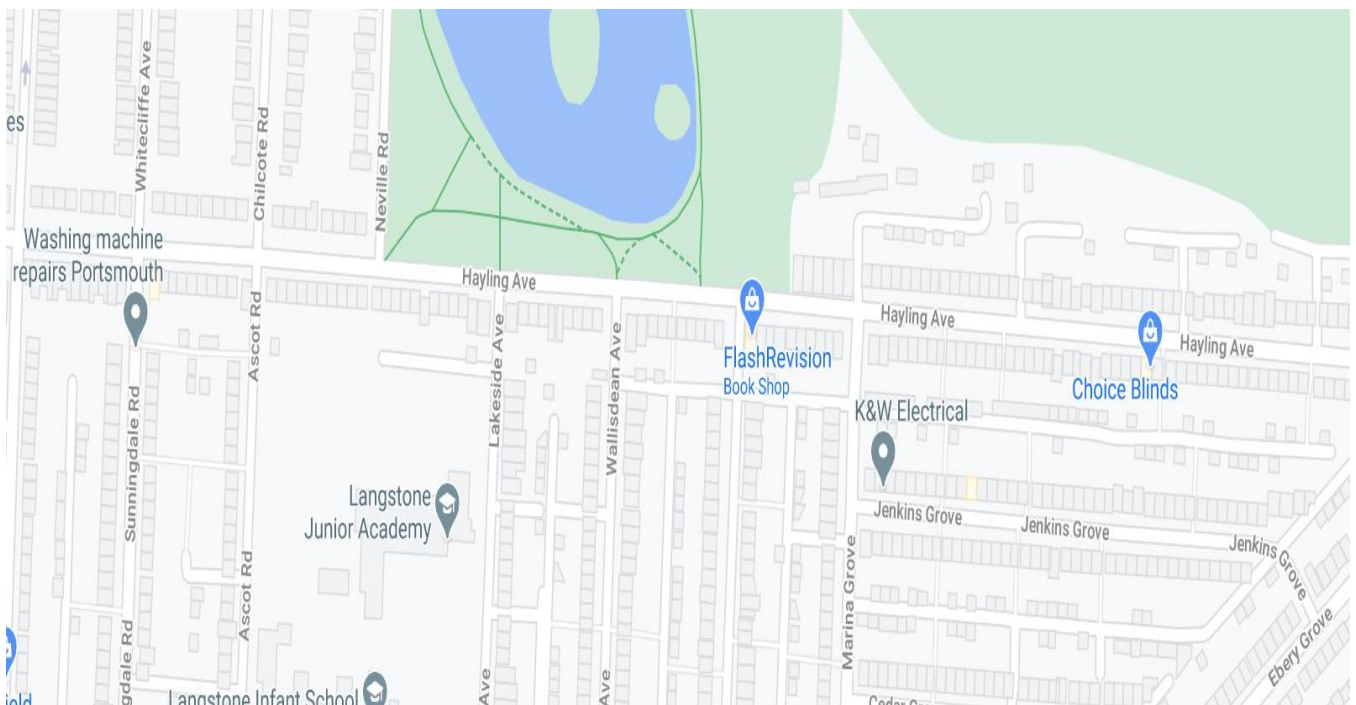
Moorland Road:



Moorings Way/Warren Avenue:



Hayling Avenue:



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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Safer Travel

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

Portsmouth City Council Safer Routes To School/Safer Improvements LTP 20/21

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To make routes to school safer for pupils, by installing infrastructure to make active travel safer, increase confidence in active travel, for example installing VAS signage to reduce speed along the route, zebra crossings, pedestrian refuge islands

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Extensive internal consultation has been conducted, and external consultation will take place at checkpoint 4 (design stage) of the project.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The safer routes infrastructure implemented at key routes to school will reduce offending speeds driven, reducing the potential for accidents along the route, increases key areas for pupils to cross when traveling to/from school and in general route safety may encourage more active travel, which in turn could increase air quality and general health within the city.

How will you measure/check the impact of your proposal?

Accident data and feedback from school/pupils/parents, can be monitored post scheme implementation.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There are no negative impacts that will result from increasing routes to schools' safety, safer places to cross for vulnerable pedestrians and reduced speeds driven along the route. Increased route safety can in turn improve the quality of the homes in the vicinity.

How are you going to measure/check the impact of your proposal?

Post scheme assessment over speeds and road accident data.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Increased safety along the route may encourage independent travel, and active travel, promoting exercise, improving physical and mental health etc.

How are you going to measure/check the impact of your proposal?

Monitoring and reducing accidents along the route, and facilitating levels of safer active travel, in turn could lead to greater physical and mental health, and safety within the city.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improving active travel will benefit low-income households by providing a safer range of travel options.

How are you going to measure/check the impact of your proposal?
This will be checked by measuring the uptake in active and sustainable travel.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project will have no impact on the protected characteristics, and have a positive impact providing safer routes and crossing points for vulnerable pedestrians, wheelchair users etc.

How are you going to measure/check the impact of your proposal?
N/A

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The project may encourage greater incidence of safer, active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

How are you going to measure/check the impact of your proposal?

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Greater and safer active travel will reduce reliance on motorised travel, and energy consumption.

How are you going to measure/check the impact of your proposal?

Greater active travel may reduce motorised vehicle journeys, thereby promoting sustainable energy usage for

travel. Facilitating greater active travel through increased route safety may reduce the frequent use of electric

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by safer crossing points, reduced driving speed and greater safety along the route, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?

The measures will be based on reported carbon emissions from the BEIS report.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

While the project has noted its reduction of carbon emissions, and not other emissions that impact air quality, there will be a co-benefit of improved air quality. By encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

How are you going to measure/check the impact of your proposal?

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Active travel will be encouraged and facilitated by providing a safer route and safer crossing points for pupils, pedestrians and cyclists, encouraging active travel. This will further reduce speeds along the route, reducing the likelihood of car accidents

How are you going to measure/check the impact of your proposal?

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured along the routes.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By [rovising safer crossing points and increasing walking and cycling, more opportunities will be facilitated for community based interaction, which may in turn help to encourage local events and community driven culture.

How are you going to measure/check the impact of your proposal?

This can be assessed by measuring how access to open and green space in the city is achieved, by which mode of travel etc.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Road accidents cost the local and national economy significant sums of money on an annual basis. Reduced road accidents make the city safer and more economically buoyant, which may in turn attract more businesses and employment opportunities into the city.

How are you going to measure/check the impact of your proposal?

This will be assessed by measuring the number of successful SMEs within the city; and how attractive the city is to larger businesses.

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Providing safer routes to school for sustainable, active travel, over solely providing car dominated space, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

How are you going to measure/check the impact of your proposal?

This can be measured by travel surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Phil Rennie

This IIA has been approved by: ext 4889

Contact number: Michelle Love

Date: 02/21

Agenda Item 6



Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 25th February 2021

Subject: Speed and Casualty Reduction Measures 2020/21 budget

Report by: Tristan Samuels - Director of Regeneration

Wards affected: Drayton and Farlington/St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report:

- 1.1 To consider the locations suggested for speed reduction measures as part of the speed reduction LTP 2020/21 programme that was agreed in December 2020.

2. Recommendations

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

- 2.1 Approves the spend from the Speed Reduction Measure budget of speed reduction measures at the junctions of Dysart/Mansvid/Tredegar Avenue, the junction of Havant Road and Farlington Avenue and Castle Road between Kings Road and Hambrook Road.

3. Background

- 3.1 In 2019, a total of 1,752 reported road deaths road in Great Britain, a similar number to the 1,783 deaths reported in 2018. This figure is also similar to the level of fatalities seen since 2012 which followed a period of substantial reduction in fatalities from 2006-2010. There were 25, 945 seriously injured casualties and 153, 158 slightly injured casualties. This is 5% lower than in 2018 and is the lowest level since 1979 when this statistical series with current definitions and detail began.
- 3.2 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians.

- 3.3 The Speed Reduction Measures budget allocated within the LTP 3 funding 2020-21 will address those statutory duties.

4. Reasons for recommendations

Junction of Dysart/Mansvid/Tregaron Avenue

- 4.1 'Give Way' and 'Crossroads ahead' signage on the junctions of Dysart/Mansvid/Tregaron Avenue. The purpose of this proposed action is to increase the visibility of the Tregaron Avenue junction to drivers travelling along Mansvid and Dysart Avenue alongside the existing road markings.
- 4.2 There is an emerging issue at this junction, there have been 4 incidents since 2019 where vehicles have failed to give way when emerging from Dysart Avenue. One of these resulted in serious injury to a pedestrian.
- 4.3 The speed limit for these roads is 20mph. A hand held speed survey was carried out in March 2020 over 3 hours which recorded 204 cars, the average speed was 23.4mph and the v85 speed was 27mph. The V85 or mean speed is the speed at or below 85% of the vehicles travel and is one of the most commonly used measures of actual speed. The speed range was 14mph - 39mph.

Junction of Havant Road and Lower Farlington Road

- 4.4 Anti-skid surfacing adjacent to the pedestrian crossing on Havant Road at the junction of Farlington Avenue. The purpose of this proposed action is to assist vehicles to slow to a stop at the pedestrian crossing immediately prior to the junction.
- 4.5 There have been reports to the Drayton and Farlington ward councillors that this pedestrian crossing is the subject of frequent near misses as vehicles overshoot the Stop Lines for the signalised junction and encroach onto the pedestrian crossing.
- 4.6 There has been 1 accident resulting in serious injury to a pedestrian at the site in July 2019.

Castle Road between Kings Road and junction of Hambrook Street

- 4.7 Two speed cushions to be located between the junctions of Kings Road and Hambrook Street. Under the DfT Emergency Active Travel Fund Tranche 1 awarded to Portsmouth City Council in May 2020 was an allocation to close the southern part of Castle Road between Hambrook Street and Western Parade. This scheme is currently under development to become a permanent scheme. Prior to this scheme, the council received correspondence from residents in the northern section of Castle Road - Kings Road to St Edwards Road there was a high incidence of vehicles speeding along the road.

- 4.8 The speed limit for this road is 20 mph. A fixed box speed survey was carried out in September 2019 between 19th and 30th which recorded 15,040 vehicles, the average speed was 22mph and the v85 speed was 28mph. the speed range was 5-39mph.
- 4.9 It is anticipated that these 2 schemes will complement each other when installed, the speed cushions will ensure average vehicle speed is reduced along the northern section of the road when approaching the southern section of the road that is closed and the alternative route.
- 5. Integrated impact assessment**
Attached
- 6. Legal implications**
- 6.1 The measures proposed within the recommendation are within the Council's statutory powers and duties in relation to traffic management and the management, maintenance and improvement of highways for which it is the responsible authority.
- 7. Director of Finance's comments**
- 7.1 The speed reduction measures set out in this report are estimated to cost in the region of £42,000. The cost of the scheme will be funded from the Speed Reduction allocation within the 2020/21 Local Transport Plan Capital allocation.
- 7.2 A full financial appraisal will be completed before any of the work is commenced to ensure the budget is sufficient to cover the cost of the works.

.....
Signed by:

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 |
|--------------------------|-----------------|
| | |
| | |

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

.....
Signed by:

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Safer Travel

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

LTP 3 - Speed Reduction Measures 2020/2021

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To reduce speeds driven along the city's roads, to help make routes safer for active travel and travel, by installing infrastructure to slow vehicle speeds, for example installing speed cushions/speed humps, VAS signs, raised tables or sinusoidal speed humps

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Extensive internal consultation has been conducted, and external consultation will take place at checkpoint 4 (design stage) of the speed reduction projects.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The speed reduction infrastructure implemented on roads that have been shown to have excessive speed, will reduce offending speeds driven, reducing the potential for accidents along the routes. The increase in general routes safety may encourage more active travel, which in turn could increase air quality and general health within the city.

How will you measure/check the impact of your proposal?

Speeds, and accident data, can be monitored post scheme(s) implementation/annual casualty reports to assess potential improvements.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

There are no negative impacts that will result from reduced speeds driven along routes. Increased routes safety can in turn improve the quality of the homes in the vicinity.

How are you going to measure/check the impact of your proposal?

Post scheme assessment over speeds and road accident data, route specific checks and annual casualty reports on the city's roads.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Increased safety along the routes may encourage independent travel, and active travel, promoting exercise, improving physical and mental health etc.

How are you going to measure/check the impact of your proposal?

The primary purpose of the reduce road speeds and accidents along the routes, is to increase safety and facilitate safer active travel, which in turn could lead to greater physical and mental health, and safety within the city.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Improving confidence in active travel will encourage take up and benefit low-income households by providing a safer range of travel options.

How are you going to measure/check the impact of your proposal?

This will be checked by measuring the uptake in active and sustainable travel, and monitoring accident data.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The speed reduction projects will have no impact on the protected characteristics.

How are you going to measure/check the impact of your proposal?

N/A

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The speed reduction projects may encourage greater confidence of safer, active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

How are you going to measure/check the impact of your proposal?

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

Speed reduction may in turn lead to greater confidence for active travel, which may reduce dependency on motorised vehicle journeys, thereby promoting sustainable energy usage for travel. Facilitating greater active

travel through increased route safety may reduce the frequent use of electric cars, currently and in the future,

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by reduced driving speed and greater safety along the city's roads, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?

The measures will be based on reported carbon emissions from the BEIS report.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

While speed reduction has noted its potential for reduction of carbon emissions, and not other emissions that impact air quality, there will be a co-benefit of improved air quality. By improving confidence in safer roads and encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

How are you going to measure/check the impact of your proposal?

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Active travel may be encouraged and facilitated by speed reduction providing a safer route for pedestrians and cyclists. This will further reduce speeds along the route, reducing the likelihood of car accidents.

How are you going to measure/check the impact of your proposal?

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists who are killed or seriously injured along the route.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

N/A

How are you going to measure/check the impact of your proposal?

N/A

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

By increasing road safety infrastructure and confidence in safer walking and cycling, more opportunities will be facilitated for community based interaction, which may in turn help to encourage local events and community driven culture.

How are you going to measure/check the impact of your proposal?

This can be assessed by measuring how access to open and green space in the city is achieved, by which mode of travel etc.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Road accidents cost the local and national economy significant sums of money on an annual basis. Excess speeding is a leading cause of accidents, and reduced road accidents make the city safer and more economically buoyant, which may in turn attract more businesses and employment opportunities into the city.

How are you going to measure/check the impact of your proposal?

This will be assessed by measuring the number of successful SMEs within the city; and how attractive the city is to larger businesses.

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Providing safer, lower speed routes may encourage more, sustainable, active travel, over solely providing car dominated space, and contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom due to car accidents. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

How are you going to measure/check the impact of your proposal?

This can be measured by travel surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Phil Rennie

This IIA has been approved by: Michelle Love

Contact number: ext: 4889

Date: 02/21

Agenda Item 7



Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 25 February 2021

Subject: Highbury Street proposals (TRO 86B/2020: Proposed parking restrictions)

Report by: Tristan Samuels

Wards affected: St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the consultation responses to proposed parking restrictions in Highbury Street under TRO 86/2020, and to decide whether to implement the proposals. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Appendix A: The public proposal notice and plan for TRO 86/2020

Appendix B: Public response to the proposals

2. Recommendations

It is recommended that:

2.1 Having considered the public response contained in Appendix B, that the restrictions proposed in Highbury Street under TRO 86/2020 (Appendix A , sections A2 and B1) are implemented under TRO 86B/2020, meaning the double yellow lines and KA zone parking bay are installed as proposed;

2.2 It is noted that the remaining proposals of TRO 86/2020 were implemented in January 2021 under TRO 86A/2020, due to support and/or no objections.

3. Background

3.1 Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, and/or to accommodate a change to the highway network. A number of traffic regulation orders are put forward each year in response to such concerns and requests relating to various locations across the city. TRO 86/2020 was formed of 8 such proposals.



- 3.2** This section of Highbury Street is a single carriageway approximately 2 metres wide. The proposal for double yellow lines in the stretch of Highbury Street between St Thomas's Street and the High Street was put forward following concerns raised about parking on the footway causing an obstruction to pedestrians. As there is a vehicle parked at the closed end of the road nearest the High Street on a regular basis without causing an issue, a formal parking place has also been proposed there. The KA zone in Old Portsmouth provides parking for KA permit holders, with up to 1 hour's free parking for non-permit holders.
- 3.3** Whilst an historic TRO appeared to be in place for double yellow lines on the north-east side of Highbury Street, there is no evidence to show they were ever installed, as proposed in conjunction with the residents' parking zone implemented in 1999.
- 3.4** A representative of Colas has confirmed that there are no double yellow lines shown on their asset register for maintenance purposes. Colas has maintenance obligations under the PFI contract established in 2005, and the asset register was compiled in 2004. Had the double yellow lines been installed in Highbury Street in 1999, evidence of them should have been visible in 2004 and included in the register for continued maintenance.
- 3.5** Therefore a new proposal was put forward, as few people would remember the original proposal more than 20 years prior, current residents may not have been consulted at all, and the sudden application of parking restrictions would be unexpected and potentially unnecessary. It was therefore deemed prudent to consult on a fresh proposal to gauge the public response.

4. Consultation and notification

- 4.1** The statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 86/2020 was originally arranged for 7 - 28 October 2020. However, it was discovered that public notices had not been displayed in all locations affected by the proposals, and a renewed 21-day consultation took place 29 October - 19 November 2020.
- 4.2** 15 representations were received to the proposals for Highbury Street;
- 10 objections
 - 4 in support
 - 1 unclear whether in support or objection
- 4.3** It should be noted that objections to statutory consultations must be made in writing, as stated on the consultation documents, and therefore only written responses from residents are taken into account.

5. Reasons for the recommendations

- 5.1** Appendix B of the report shows there are mixed views on whether to introduce restrictions proposed.



- 5.2** The Highway Code does indicate that vehicles should not park on the footway (London authorities have wider powers to those outside of London). However, use of the footway for parking is common practice throughout Portsmouth's residential streets, due to the enormous parking pressures. Residents use part of the footway, which varies considerably in width between roads, in order to allow enough space for traffic to pass - particularly emergency vehicles and other larger vehicles.
- 5.3** The Council understands why this practice occurs, but does not condone it, and is aware that the Department for Transport is currently considering a nationwide ban on pavement parking.
- 5.4** The narrow stretch of Highbury Street between St Thomas's Street and High Street is closed to vehicles at the High Street end but is used by pedestrians from the residential streets around to access the High Street. The issue was highlighted because a resident was using part of the area outside their property and part of footway as a parking space. This practice forces some pedestrians to walk in the carriageway rather than on the footpath to get past the parked vehicle.
- 5.5** This section of the road is narrow and is used by vehicles delivering to the business on the High Street. These delivery vehicles need to turn round in the road or reverse out once the delivery is made, which can make it more dangerous for pedestrians needing to walk in the road.
- 5.6** Double yellow lines were approved as part of the residents' parking zone in 1999 but apparently not installed. Given the information from residents who lived there at the time, the concerns around conservation of an historic street that were made then have been repeated now.
- 5.7** Achieving a relatively straight 50mm yellow line with equal width between double lines is difficult on cobblestones, and the lines also wear more quickly than lines on other surfaces. However in terms of the practicality of having lines there are other examples in Old Portsmouth and elsewhere where parking restrictions have been laid on cobbled areas and maintained.
- 5.8** A number of the representations make reference to the vehicle reported as a problem no longer parking at the location and consider the introduction of restrictions to be excessive. Google Street images show a vehicle parked across the pavement in 2016 as well the reported concerns in 2020 when the issue was raised.





- 5.9** The street is part of a residents' parking zone where parking is in considerable demand. While parking causing an obstruction of the road or footway is an offence the police could deal with, the police focus their resources on other issues and enforcement is unlikely. Without restrictions in the section of Highbury Street anyone could park at any time and in doing so is likely to obstruct the footway or road or both. By having formal parking restrictions this can be deterred and if necessary enforced. The end of the road is often used for parking and therefore formalising a parking place will help the parking capacity. For these reasons it is recommended that the proposed restrictions in Highbury Street are implemented.

6. Integrated impact assessment

An integrated impact assessment is not required as the recommendations do not have a significant positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

7. Legal Implications

- 7.1** It is the duty of a local authority to manage its 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** 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.

8. Director of Finance's comments

The cost of the additional line painting is likely to be minimal and will be met from the On Street Parking budget.



.....
Signed by:
Director of Regeneration

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 |
|-------------------|----------|
| 15 letters/emails | |
| | |

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

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

Appendix A: The public proposal notice for TRO 86/2020

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING, AND AMENDMENTS) (NO.86) ORDER 2020

29 October 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35, 36, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with parts III and IV of schedule 9 to the 1984 Act, to effect:

A) NO WAITING AT ANY TIME (double yellow lines)

1. Avondale Road

West side of the south-western arm; the full length (30 metres) at the rear of Nos. 18-32 Cranleigh Road, to maintain access to the rear pedestrian gates

2. Highbury Street

North-east side, a 48-metre length between the junction with St Thomas's Street and the 5-metre parking bay proposed at the south-eastern dead end (Part B of this notice)

3. Jervis Road

South side, a 12-metre length in front of the vehicular access to Scott House car park (adjacent to No.201 Jervis Road)

4. Parkstone Lane (runs between Parkstone Avenue and Craneswater Avenue)

North side, a 25-metre length eastwards from the junction with Parkstone Avenue (to cease 2 metres before the garage entrance)

5. Tangier Road

North side, a 13-metre extension to the existing double yellow lines westwards from the private access road to No.265 (opposite Portsmouth College), to meet up with the single yellow line

B) KA PERMIT HOLDERS / WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS

1. Highbury Street

South-eastern dead end: a single parking bay, 5 metres in length

C) CHANGE FROM NO WAITING MON, WEDS & FRI 8AM-4PM TO: NO WAITING MON-FRI 9AM-12PM (NOON)

1. Gatcombe Avenue

North side, the existing 17-metre single yellow line alongside The Golden Hind public house

D) CHANGE FROM:

WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR MON-SAT 8AM-6PM TO: WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 1 HOUR MON-SAT 8AM - 9PM

1. London Road (Hilsea Market)

West side, the existing limited waiting parking bay outside Hilsea Market: Nos. 9-14a London Road

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during current opening hours. Library staff cannot provide more information on these proposals.

Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 86/2020** by **19 November 2020** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's

Pam Turton, Assistant Director of Regeneration (Transport)
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

PLAN OF THE PROPOSALS DISCUSSED WITHIN THIS REPORT:



Key

- NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- KA PERMIT HOLDERS / WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS
- CHANGE FROM: NO WAITING MON, WEDS & FRI 8AM-4PM TO: NO WAITING MON-FRI 9AM-12PM (NOON)
- CHANGE FROM: WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 1 HOUR MON-SAT 8AM-6PM TO: WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 1 HOUR MON-SAT 8AM - 9PM

Appendix B: Public views on the Highbury Street proposals

| Objections |
|---|
| <p>1. Resident and business, High Street</p> <p>Reference the above dated 7th October 2020 first can I point out that there has been no physical notice in the Highbury Street area showing the proposed plans for a parking bay and double yellow lines in Highbury Street - should there be one or is there one somewhere that we have missed?</p> <p>Reference detail:</p> <p>‘A) NO WAITING AT ANY TIME (double Yellows)’</p> <p>With particular reference to Highbury Street - does the ‘No waiting’ stipulation apply to delivery vehicles for the Duke of Buckingham Pub?</p> <p>I am strongly objecting to the proposal for double yellow lines because they are unnecessary:</p> <p>1. Is the reality that the double yellows have been proposed with the sole purpose of stopping the residents of an address on Highbury Street from parking in front of their property? If that is the case then surely the proposal is a sledge hammer to crack a nut and there are better solutions to that issue that will not have such a deleterious effect on this part of the neighbourhood. The first suggestion may be to ask the resident to stop parking there?</p> <p>2. Highbury Street is in a conservation area and one of the few remaining old cobbled streets anywhere in Portsmouth. The Street is narrow and the yellow lines will look both ugly and incongruous & will destroy any remaining charm left of it. Would the type of paint required to make the lines cause serious damage along with the visible damage to the fabric of the pavements and cobbles caused by overuse by heavy vehicles? See attached pictures of some of the damage caused to pavements and kerbs. The road itself is a patchwork of piecemeal and botched (no doubt costly) repairs.</p> <p>In addition - it appears that the double yellows proposed will run the length of Highbury Street, save the area behind the pub, including across our own dropped curbs in front of our main gate and garage front access - is this the case? Please see attached drawing.</p> <p>Problems we do have in Highbury Street:</p> <p>DELIVERY VEHICLES - I was informed in answer to a written enquiry to an officer that delivery vehicles to the Duke of Buckingham Pub/Hotel would not be subject to stopping restrictions on double yellow lines. At present the problems we have in Highbury Street are those caused by the increased frequency and size of supplier and refuse collection vehicles to the pub/hotel business due to the increase size of their food delivery business this year. Please see attached photographs which are date stamped. The daily refuse collection vehicle routinely mounts the pavement.</p> |



TURNING CIRCLE - The space behind the pub which is a highways turning circle is generally occupied by the parked pub delivery vehicle and because of this a) it cannot be used as a turning circle and forces vehicles to reverse down the road & b) the delivery vehicles block the road and the pavements as well as the access to our garage. In fact they now block the road even when the turning circle is not occupied and their response when asked to move is frequently unpleasant. It should also be noted that people using the proposed new parking bay will also be blocked in by these delivery vehicles.

QUESTION Why don't the double yellow lines turn into the turning circle thus restricting the pub's use of it as a permanent unofficial parking space? The drawing shows that those using the proposed new parking bay at the High Street end will be forced, in the absence of a usable turning area, to reverse the length of the street. We can attest that drivers inexperienced using the street find this very difficult and frequently end up on the curbs and pavements posing a danger to pedestrians and potential damage to cars.

In conclusion we do not feel we have problems with parking in Highbury Street. We do have problems with regards to the vehicles using the Street. There are times when it feels more like an industrial estate than a quiet residential street. These problems will not be solved by the proposal for double yellow lines nor by removing the parking of a resident on Highbury Street. I would urge you to find a less draconian way of tackling a parking issue emanating from just one household in the street and address some of the other matters which effect everyone in the street.

2. Resident, High Street

Please find below my reasons for objecting to the proposed yellow lines on Highbury Street PO1 2HW

The main reason is that it seems to be addressing a problem that doesn't exist. Neighbours enjoy a good relationship, know each others' cars and consequently parking is not a problem.

The main issue is the ever increasing number of delivery and service vehicles using this very narrow street and yellow lines will have no effect on this as they will still stop in the road during deliveries etc. May we suggest the now faded yellow lines into the turning circle be reinstated? This would allow normal sized delivery vehicles to use this as a delivery bay. Currently as the yellows are so faded this area is used for parking so the road is blocked many times each day.

Another problem with having no turning circle is when drivers unfamiliar with the area drive down Highbury street thinking they can access the High Street and then have to reverse the whole length back out. Anyone who has tried it knows that it is not as simple as it looks and they invariably end up mounting the curbs and risk damaging their tyres or at worst hitting a pedestrian.

The other obvious issue is the lack of dropped kerb on the corner of the turning circle. This angled pavement kerb is very difficult for buggies, the elderly etc.



I really fail to see how putting ugly yellow lines on one of the oldest streets in our cherished preservation area will improve it in any way!

Below are a few possible things that could be done:

1. Reinstate the turning circle yellow lines so it can be used as intended and act as a delivery area.
2. Put a 'no through road' sign at the junction with St Thomas Street.
3. Form a drop kerb at the angled corner to the turning circle to help pedestrians.
4. Consider imposing a weight limit on vehicles using the street to protect a beautiful old cobbled roadway which is getting seriously damaged and poorly repaired at no doubt some cost to the Council.
5. If there is to be a parking bay at the end of Highbury Street it should be brought back by a couple of meters. During better weather groups of drinkers/smokers outside the pub are sometimes seen to lean on parked cars and mess has been left along with broken glass.

3. Resident, High Street

I am writing to formally object to the proposed implementation of TRO86/2020 in the southern half of Highbury Street, Old Portsmouth. The TRO appears to be not needed as the reasons for it being requested seems to no longer exist. Also the southern half of Highbury Street is one of the very few cobbled streets left in the entire city and is a much valued part of the Old Portsmouth conservation area. Thus to introduce parking restrictions with double yellow lines and a parking space with white lines as well as associated street signage would look extremely intrusive and greatly impact upon the street's heritage appearance. I do hope that my objections to the TRO will be given serious consideration. Can you please let me know the outcome of this matter.

4. Resident, Highbury Street

In the above order you state that double yellow lines will be introduced in Highbury Street to the 48-metre section between the junction of St Thomas's Street and the proposed 5-metre bay at the south-east dead end.

1. When this was discussed many years ago, the council agreed with the resident that painting yellow lines on the cobbled street was not in the best interest of the conservation area. May I ask why the policy has changed?
2. Why has this become necessary? There is rarely a problem with parked vehicles blocking Highbury Street.
3. How will residents offload their vehicles if there is no waiting at any time? After being away, I often park alongside my front door whilst emptying the vehicle.
4. How will The Duke of Buckingham pub receive deliveries from the brewery and its suppliers if vehicles are not permitted to wait?
5. What is to happen on the road in front of the existing loading bay and resident's bay?

I object to the proposed order regarding Highbury Street for the following reasons:

1. When this issue was raised some years ago, both the council and residents agreed that double yellow lines on the cobbled street were not in the best interest of the integrity of the conservation area. Nothing has changed, so this surely remains true today.



2. There is seldom an issue with non-residential vehicles causing an obstruction in Highbury Street. On the infrequent occasions that it happens, the residents have amicably resolved it.

3. My understanding is that this proposal is due to non-Highbury Street residents raising an issue about the owner of an address parking on a dropped kerb. If this is so, may I suggest that the owner is asked officially to stop parking across it. Only if this is ignored, perhaps a more permanent solution would be to reinstate the pavement. The kerb was originally dropped as access to a garage that no longer exists.

I spoke with the owner, and they were surprised to learn that they might be the cause of the problem. No-one had knocked on their door, left a note on their vehicle or spoken with them. They said that, rather than continue to be the cause, they would buy a residents' permit and park elsewhere. Incidentally, the property was marketed and sold on the strength of having its own parking space outside!

Given these objections, I hope that the council decides upon a more nuanced approach. May I also suggest that a wheelchair-friendly dropped kerb should be created on the SW corner of the pavement. At the moment there is a hard drop onto the loading bay area at the back of the pub.

5. Resident, Highbury Street

I'm writing to strongly object to the introduction of yellow and white markings in Highbury street . This will ruin the appearance of this lovely street being one of the few cobbled areas in Portsmouth and must be kept in the way intended . There is absolutely no need for defacing a beautiful road . All of us who live in this street abide by the rules and non residents never park here therefore no need for markings so please save the yellow paint for a road that needs it

I've lived here for many years and this road is one of the oldest in Portsmouth and has managed without markings for 100s of years so it can survive for 100s more

6. Resident, Lombard Street

With reference to the above, I am appalled that time and money should be given to such a proposal. This, to provide 1x parking space in an ancient cobbled street in Portsmouth. This would involve painting yellow and white signs on the cobbles, and putting up relevant signage.

I pay a great deal of money each year in the form of council tax, this for the council to look after this great city of ours.

That anyone should have the audacity to consider such a scheme is beyond comprehension. Surely, particularly at a time when not only our city but the rest of the world is suffering such trauma there must be better ways for our council to care and protect its citizens.

7. Resident, Old Portsmouth

I write to lodge an Objection to the Proposed Traffic Order(TRO86/2020) for the introduction of a Resident Parking Space in Highbury Street.

Quite apart from the fact that this is one of the few remaining cobbled streets in the City - and of 'heritage' interest within a Conservation Area, this part of the Street is a Cul-de-sac and should never be blocked or part-blocked by parked vehicles.



As it is, the road is frequently blocked by delivery vans and lorries - but these are generally doing deliveries as they are entitled to. Sadly many of the larger vehicles drive over the pavements and have cracked many/most of the 'heritage' paving stones. The installation of a single parking bay at this end of the street will look like (and doubtless become) a 'personal' parking space for the frontage it serves. None of the other local residents enjoy this rather special privilege - and it should not be granted in this case.

Many of us local residents walk routinely down the cobbles in any case - especially when encouraged to 'keep our distance' from others.

This end of Highbury Street should be a 'No Parking' street (Deliveries Only).

Those few residents who have garages or parking spaces fronting onto the street should be expected to park in those garages and/or spaces. Persistent offenders should be ticketed accordingly.

8. Resident, St Thomas's Street

I am writing to register my objection to the above proposed Traffic Regulation Order.

The proposal is in a conservation area which is one of the very few heritage areas that remain in the city. The painting of double yellow lines and associated signage would severely affect the heritage aspect of this conservation area in Highbury Street and would undermine what is now a unique cobbled street in the heart of Old Portsmouth.

9. Resident, St Thomas's Street

Following our our phone conversation the other day, could you just remind me of the reason/justification for the proposed designated parking space at the end of Highbury Street.

I may be wrong but the photograph of the 4-wheel vehicle must be pretty old, as in recent times I have only ever seen a different vehicle parked there. It's quite likely that the resident no longer owns it.

We wish to formally object to the above TRO.

The Old Portsmouth conservation area is the most highly regarded one in the city and it makes a significant contribution to Portsmouth's tourism economy. It is greatly admired and enjoyed by visitors and residents alike. The section of Highbury Street in question is one of the few completely cobbled roads still left in the entire city, retaining as it does the feel and atmosphere of the Old Portsmouth that once existed.

The introduction of parking restrictions would result in the painting of double yellow lines and parking space white lines, plus the associated signage, thus completely destroying the street's heritage appearance.

I understand that the proposal originated from concern expressed many months ago by a local resident drawing attention to the fact that at that time pedestrians regularly had to step on to the cobbles to walk round a vehicle that protruded beyond the curtilage of the property where it was parked. The vehicle no longer parks there and has not done so in recent times.

Please do not implement TRO 86/2020. Thus ensuring that this location in the Old Portsmouth Conservation Area retains its heritage appearance.

10. Resident, Blount Road

I am writing to object to the above order, as I feel it would be detrimental to the conservation area of Old Portsmouth, which is much valued by residents and visitors alike.

I often walk along Highbury Street and do not feel this order is necessary.

I feel adding lines to the cobbles would take away the charm and ambience of the street.

Support

11. Friends of Old Portsmouth Association Committee Representative

I was sent a message via our ward councillor that the changes to introduce a new parking bay and confirm the at any time restrictions in Highbury street which are being advertised.

I can't find it on the PCC web site but could I, on behalf of the Friends of Old Portsmouth Association (FOOPA) Committee, register our support for the council's proposal.

This will formalise the current parking and provide an opportunity to resolve the long running issue of footway parking, which has restricted the use of the footway to passing pedestrians. In particular, for those with mobility problems.

12. Resident, High Street

I am writing in support of the above TRO.

My vested interest in Highbury Street is as a pedestrian using this route every day. Use of this narrow street by vehicles in recent years has become increasingly and persistently hap-hazard. My experience of walking down this narrow lane daily is usually marred by having to step off the pavement onto the cobbled road in order to dodge vehicles blocking or obstructing the footways.

The problem with the situation as it exists today is that it gives the public no due process or recourse to challenge vehicle parking where it creates hazards for pedestrians.

Therefore I welcome the implementation of Public Highways road markings so that I and others are able to exercise our rights as road users and tax payers to be able to use the pavements safely.

This route is on the desire line for St Jude's School and the Grammar School. I regularly see parents with buggies and/or kids with toy scooters attempting to navigate these pavements with difficulty, mornings and afternoons. The same applies to elderly pedestrians and those with mobility scooters.

Lastly, I understand that a few residents may have raised conservation concerns over the use of Highways markings/signage on cobbles in Old Portsmouth, however there is plenty of evidence of their use on cobbles elsewhere in the neighbourhood. The installation of non-highway 'furniture' in the form of Appy Parking Sensors fixed to the cobbles in Grand Parade was also permitted by the Council.

13. Resident, Peacock Lane

I am writing in response to TRO 86-2020. The notice invites members of the public who oppose the TRO to register their objections. Although there is no mention of PCC



inviting members of the public to register their support for the TRO, I am taking the opportunity to do so. My reasons to support the measure are:

1. Need to maintain pedestrian and disabled access. It is essential that authorised users of the footway have access. This is explicit in the Highway code Rule 244

You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

There are no signs in Highbury Street permitting parking on the pavement. Close inspection shows vestiges of double yellow lines (DYL) in that section of Highbury St. Unless PCC published a TRO in previous years authorising the removal of those lines, it is safe to assume that the parking restriction is still in force.

I attach two photographs that illustrate how the owner has parked the vehicle with apparent disregard for the needs of legitimate users of the pavement. It is unacceptable to force those users to divert into the road merely to accommodate the convenience of drivers.

2. Encroachment on public space. The Highbury Street property has a dropped kerb and a small parking space. It is legitimate for the residents to drive their vehicle over the dropped kerb and park in front of their property provided that the vehicle is entirely within the private land. It is unreasonable for a resident to purchase a vehicle larger than the parking space and encroach on public space.

3. Depriving PCC of funds. The sensible outcome is for the resident to apply for resident parking permit(s) to park their vehicle(s) in authorised spaces in nearby roads. This would provide much needed revenue for the PCC that is hampered by budget cuts from central government and the extra costs of managing the coronavirus pandemic

4. Conservation. It has been mentioned that renewing the DYL on the cobbles in Highbury Street would be counter to the quality of the Old Portsmouth conservation area. I disagree. There are DYL painted on cobbles elsewhere in OP: Grand Parade, Battery Row, a small section of Penny Street (southern section), Broad Street leading to Point and in Bath Square. All these roads have (in my subjective view) more heritage character than Highbury Street.

5. Need to avoid setting a precedent. There is an underlying problem with too many cars in Portsmouth. The average increase over the last decade is ~2000 vehicles each year (see <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>). There isn't enough road space on the island to accommodate all of them. Pavement parking is a growing problem and every time a driver parks without penalty on the footway it creates the double disadvantage of discouraging walking by making inroads into pedestrian space and setting a precedent to other car drivers that they too can park on pavements without sanction. Tolerating such behaviour undermines all the measures PCC is promoting to encourage a reduction in car use.

Finally, the proposal of a short duration parking bay at the SE end of Highbury Street is a worthwhile measure.

14. Resident, no address given

I am writing in support of the proposal to introduce double yellow lines in Highbury Street, Old Portsmouth for the following reasons:

DYL will prevent vehicles from blocking a public highway, i.e. the pavement, particularly outside a certain address. Cars have persistently been parked on the pavement in front of the property for at least the last 2 years. I have regularly struggled trying to get a wheelchair down Highbury Street as I have to get off the pavement, push along the cobbles on the road and then try to get back on the pavement once I have passed the obstructing vehicle. This is nigh on impossible and I am sure I am not the only one struggling.

The street gives direct access to St Judes primary school and is much used mornings and evenings 5 days a week by parents and children. I have watched parents attempting the same maneuver around obstructing cars with buggies and with much difficulty.

DYL will also put it in line with all other roads in the area where parking is restricted in some way and I understand DYL were historically in Highbury Street as there are still remnants of paint visible if you look closely.

As for the argument that DYLs should not be used in a conservation area on cobbles, then there is ample precedent for this, namely round Grand Parade, along Battery Row and in Broad St leading to Point. These roads are wider and far busier than Highbury Street and would therefore be deemed more offensive.

The Scottish Government have recently pledged to ban pavement parking if the party remains in power after the 2021 election and even our own government is considering the notion.

So please, can PCC insist that pavements are for safe passage and pedestrians, and not parking.

Unclear

15. Business, High Street

Thank you for the information regarding the parking bay and double yellow lines, I'm sure in the wisdom of our council this has become a necessity after having been here for years. My concern is that refuse trucks reverse down the road, commercial and domestic, and the delivery vehicle also use the rear of the Business to drop off supplies, so I not sure how this will affect those suppliers, the parking bay at the end of Highbury street, not sure what the purpose of that will achieve as the resident of the Jack House Gallery, seems to have adopted that dead-end part of the road in full, as for the areas that have drop curbs that use the front standing area of their house to park a vehicle which encroaches on to the dropped curb resulting in pedestrians and wheelchair



mobility being restricted forcing them into the cobbled part of the road, before rejoin the pavement, so when does a yellow line become effective, and enforceable, when the vehicle is parked the road (Highbury street) or parked on the freestanding area of your property which encroaches on the dropped curb but doesn't cross the double yellow line? and due to the dropped curbs having been there for many years, why are they not getting right of access as one house has a garage the other house had a garage.

End of report

Agenda Item 8



Portsmouth
CITY COUNCIL

Title of meeting: Traffic & Transportation Cabinet Member Decision Meeting

Date of meeting: 25th February 2021

Subject: Revisions to Solent Transport's Constitution

Report by: Tristan Samuels - Director of Regeneration

Wards affected: All wards

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is endorse the revisions to the Solent Transport Constitution as set out below and in the appended agreement (Appendix B).

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation:

- 2.1 **Endorses the changes to the Solent Transport constitution as set out in this report.**

3. Background

- 3.1 Solent Transport is a partnership led by the four highway authorities in the Solent sub region: Portsmouth City Council, Hampshire County Council, Southampton City Council, and Isle of Wight Council. By working collectively, Solent Transport provides a more powerful and effective strategic force for improving transport in the Solent sub region.
- 3.2 The organisation also plays a key role in attracting funding and initiatives to the Solent and its constituent transport authorities. It has played its part in obtaining more than £183m to the region since 2017. In 2020 Solent Transport won £29m to deliver the Future Transport Zone, this includes: E-Scooter, drone trials, electric and conventional bike share, ticketing initiatives such as MaaS (Mobility as a Service) and upgrades to Solent Go, as well as micro and macro freight consolidation. Many of these schemes will be delivered in the Portsmouth area and in partnership with Portsmouth City Council.

- 3.2 When the Solent Transport partnership was formed in 2007 (previously known as Transport for South Hampshire, TfSH), all parties entered into an agreement regarding the governance arrangements.
- 3.3 Minor updates were put forward to Solent Transport Joint Committee (see appendix B) to update the Solent Transport constitution to ensure that the document is in line with present arrangements and organisational names are correct. The revised Constitution is required to be considered by each Council individually and signed by all constituent authorities. It is important to ensure that this documentation is up-to-date to allow efficient and properly documented administration and governance of Solent Transport, as well as the transfer of any allocated funding associated with these schemes to Local Transport Authorities.
- 3.4 The proposed changes to the Solent Transport constitution are predominantly good housekeeping and an update of the original agreement and are as follows:
- 3.4.1 That the Constitution of Solent Transport is revised to permit any properly appointed substitute members to attend meetings on behalf of constituent authorities rather than as currently restricted.
- 3.4.2 Updates to the Membership criteria of the Terms of Reference, as set out in appendix A.
- 3.4.3 That the meetings cycle be revised to two formal and two member briefings each year. For clarity, no decisions will be made at those meetings, they are informal briefings. Should additional formal meetings be required to consider additional business then they will be arranged and advertised in the usual manner.

4. Reasons for recommendations

- 4.1 Minor updates were put forward to Solent Transport Joint Committee (see appendix B) to update the Solent Transport constitution to ensure that the document is in line with present arrangements and organisational names are correct.
- 4.2 The revised Constitution is required to be considered by each Council individually and signed by all constituent authorities.

5. Integrated Impact Assessment

- 5.1 An Equality Impact Assessment is not required for a minor change to the Solent Transport constitution.

6. Legal implications

- 6.1 The recommendation reflects the requirement for the Cabinet Member to approve formally, specifically on behalf of the City Council as a constituent member of the Joint Committee, the minor changes and updates to the Joint Committee's Constitution described in the body of the report and in the Appendices.
- 6.2 There are no other legal implications arising directly from the recommendation in this report.

7. Director of Finance's comments

- 7.1 There are no direct financial implications as a result of the Council adopting the changes to the Solent Transport constitution.
- 7.2 The Council currently makes an annual contribution to Solent Transport of approximately £41,000 per annum, this is funded through the cash limited budget.

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Signed by:
Tristan Samuels
Director of Regeneration

Appendices:

Appendix A - Solent Transport Constitution
Appendix B - Solent Transport Joint Committee report

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 Lynne Stagg
Cabinet Member for Traffic & Transportation

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Report to Solent Transport

Date: 11 October 2017

Report by: Richard Ivory, Service Director; Legal and Governance, Southampton City Council

tel: 02380 832794

email: richard.ivory@southampton.gov.uk

Subject: Proposed Minor Revisions to Solent Transport's Constitution

Purpose of the Report

The purpose of this report is to seek revisions to the Solent Transport Constitution as set out below and in the appended agreement (Annex 1).

Recommendations

- (a) That the Constitution of Solent Transport is revised to permit any properly appointed substitute members to attend meetings on behalf of constituent authorities rather than as currently restricted.
- (b) That Solent Transport support the proposed update to the Membership criteria of the Terms of Reference as set out in Annex 1 and recommend the adoption of this update to the constituent Authorities of Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council. Subject to such agreement, Solent Transport recommends that the appointment of substitute Members is made accordingly.
- (c) That the meetings cycle be revised to two formal and two member briefings each year. For clarity, no decisions will be made at those meetings, they are simply informal briefings. Should additional formal meetings be required to consider additional business then they will be arranged and advertised in the usual manner.

Context

- 1.1 The Constitution of Solent Transport Joint Committee as currently drawn up requires the presence of the relevant Executive Member of each of the partner authorities in order for a meeting to be quorate. On exception, a Leader or another Executive Member may be a substitute. On occasions this has proven difficult and proposed meetings have had to be cancelled due to unavailability. In order to aid flexibility and the smoother running of the committee the Chair has proposed that this rule be amended so that any properly appointed substitute member of the constituent authorities can attend, contribute and vote (if needs be) in lieu of the original nominated lead member.
- 1.2 In addition, having reviewed the business transacted by the Joint Committee it is proposed to revise the requirement for meetings and it is suggested that the formal meetings be reduced to two per year (spring and autumn) with the remaining two becoming informal member briefings. If members wish, this could be trialled for the year 2017/8 and reviewed thereafter to ensure it still meets members' needs.
- 1.3 If agreed, the revised Constitution will need to be considered by each Council individually and signed by all constituent authorities.

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

None

Annex 1

DATED

201337

**Hampshire County Council
Isle of Wight Council
Portsmouth City Council
and
Southampton City Council**

AGREEMENT

**Relating to
Transport for South Hampshire
and the Isle of Wight**

[Mark R Heath](#)
[Director of Corporate Services](#)
[Richard Ivory](#)
[Service Director: legal and Governance](#)
Southampton City Council
Civic Centre
Southampton
SO14 7LT

RECITALS

1. The Parties to this Agreement are all Local Authorities who have joined together to form Transport for South Hampshire and the Isle of Wight (hereinafter referred to as "TfSHIOW") which shall from time to time trade as Solent Transport, the purpose of which is to promote the sub regional transport agenda, implement schemes of a sub-regional nature and lobby and/or influence on all other associated aspects of life within the TfSHIOW Area.
2. The Parties wish to enter into this Agreement to record their respective rights and obligations to each other
3. The Parties enter into this Agreement in pursuance of their powers under the Local Government Acts 1972 and 2000 and all other enabling powers.
4. The Parties further note that these arrangements will be kept under review.

NOW IT IS AGREED:

1. Commencement

This Agreement shall come into force on the date above and shall continue in force until determined in accordance with Clause 13.

2. Description

The Parties have entered into this Agreement with the intention of codifying the governance arrangements for TfSHIOW. This Agreement records the present intentions of the Parties. It is entered into in good faith, but it is expressly recognised that this Agreement cannot fetter the discretion of the Parties. Subject to that, the following points are agreed.

3. Parties

- a. Hampshire County Council of The Castle, Winchester, Hampshire, SO23 8UJ
- b. Isle of Wight Council of County Hall, High Street, Newport, Isle of Wight, PO30 1UD
- c. Portsmouth City Council of Civic Offices, Guildhall Square, Portsmouth, Hampshire, PO1 2BG
- d. Southampton City Council of Civic Centre, Southampton, Hampshire S014 7LY

4. Definitions

- 4.1 "The Parties" means the Parties to this Agreement set out in Clause 3
- 4.2 "TfSHIOW" means Transport for South Hampshire

- 4.3 “The TfSHIOW Area” means the geographical area shown on the plan in Appendix 1
- 4.4 “Key Objectives” means the Key Objectives for TfSHIOW laid out in Appendix 2
- 4.5 “Lead Authority” means the local authority appointed by the Parties under this agreement to lead on a particular function in accordance with Clause 12.

5. Interpretation

- 5.1 The headings for each section throughout this Agreement are provided for ease of reference only and shall not affect its construction or interpretation.
- 5.2 Where the masculine gender is used it shall also incorporate the feminine gender. Where the singular is used, it shall also incorporate the plural and words importing party and persons includes bodies, corporate and unincorporated and (in each case) vice versa.
- 5.3 Any reference to legislation shall include a reference to that legislation as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent legislation

6. Principles and Key Objective

- 6.1 The Parties agree to establish and participate in a Partnership to be known as “Transport for South Hampshire” (“TfSHIOW”).
- 6.2 The Key Objectives for TfSHIOW are as set out in Appendix 2.

7. Governance Structures, Joint Committee, Senior Management Board and Working Groups and Membership

- 7.1 The Governance Structures, Joint Committee, Senior Management Board and Working Group shall be established in accordance with Appendices 3, 4 and 5. Any proposed change to this Agreement or the Joint Committee (but not the Senior Management Board, Working Groups or any other similar structures) shall be treated as a variation in accordance with Clause 18.
- 7.2 The terms of reference and membership of the Governance Structures, Joint Committee and Working Group shall be as laid out in Appendices 3 and 4. Any proposed change to membership shall be treated as a variation in accordance with Clause 18.

8. Decision Making

- 8.1 A Joint Committee will be established with the terms of reference, membership and constitutional arrangements as set out in Appendices 3, 4 and 5.

8.2 The Joint Committee will be administered by the relevant Lead Authority appointed in accordance with Clause 12 of this agreement. The constitutional arrangements for the Joint Committee will be determined by that Lead Authority and will, unless the Lead Authority determines otherwise, follow the Constitutional arrangements of the Lead Authority.

8.3 The quorum for the joint committee shall be all parties, & decisions shall be unanimous.

9. Legal, Governance and Financial Administration Issues

9.1 TfSHIOW shall appoint one of the Parties to provide the services of legal adviser to the partnership under this Agreement, and that authority shall act as Lead Authority for providing advice and guidance on all corporate governance, constitutional and other legal matters. The charges for such provision (which may be sub-contracted by that authority to other authorities or the private sector) shall be met in accordance with clause 10 of this Agreement.

9.2 TfSHIOW shall appoint one of the Parties to provide the services of financial adviser to the partnership under this Agreement and that authority shall act as Lead Authority for providing advice and guidance on all financial administration and other associated financial issues. The charges for such provision (which may be sub-contracted by that authority to other authorities or the private sector) shall be met in accordance with clause 10 of this Agreement.

10. Financial Commitments of the Parties

10.1 The running costs shall be met by a financial contribution from the parties commensurate and based on a pro rata formula agreed by the Joint Committee based on population.

10.2 Capital schemes shall be funded and the costs of those shall be met from funding either from Government, other agencies, the private sector and/or jointly funded by the parties and/or other local authorities, and funding for capital schemes shall be managed and handled separately from the running costs and revenue expenditure of the Joint Committee.

11. Staff

11.1 When any Party agrees to undertaking work at the request of TfSHIOW, the staff of the Party undertaking such work shall be considered to be seconded to TfSHIOW.

11.2 During the period of secondment, the staff shall continue to be employed by the Party from whom they were seconded and managed by that Party and no changes to the staff's terms and conditions of employment shall take place.

11.3 When the period of secondment comes to an end, the staff shall be treated as having returned to their original authority on the terms and conditions applying to their posts had they not been seconded

12. Lead Authorities and their Duties

- 12.1 In order to achieve the objectives of the partnership, the Parties may appoint a Lead Authority to act on their behalf in implementing decisions of the Joint Committee.
- 12.2 In the event of an authority being appointed as Lead Authority by TfSHIOW, subject to any terms, conditions, limitations or caveats, the Lead Authority shall:
- a. act as agent for TfSHIOW in the management and day-to-day supervision of the particular task the Lead Authority has been asked to lead on;
 - b. compile and return all financial and participation data relevant to the task that the Lead Authority has been asked to lead on;
 - c. convene meetings comprising such individuals, bodies or others as agreed by TfSHIOW in establishing the Lead Authority arrangements and update the Parties to this Agreement on the progress of the task assigned to the Lead Authority;
 - d. act as the representative of TfSHIOW in any discussions or negotiations when acting as the Lead Authority;
 - e. provide such administrative resources and office facilities as are reasonably necessary to enable the Lead Authority to manage the project (subject to any caveats or limitations agreed by TfSHIOW in establishing the Lead Authority arrangements);
 - f. exercise overall responsibility for ensuring the quality assurance of the project or task assigned to the Lead Authority, including monitoring and evaluation in consultation with other Parties; and
 - g. play such other role(s) as would normally and reasonably be expected of a Lead Authority in relation to the project or task as assigned.
- 12.3 The Lead Authority shall have full authority and power to act within the scope of the roles and responsibilities laid out in this Agreement on behalf of TfSHIOW in the course of or for the purpose of doing the activities agreed by TfSHIOW as Lead Authority in relation to the specific task assigned. Such action may be taken without further consent or approval from the Joint Committee provided this is within the scope of the authority given by the Joint Committee. The parties shall take such steps as shall be necessary to enable the Lead Authority to fulfil its role.

13. Termination and Withdrawal

- 13.1 TfSHIOW recognises that the success of the partnership depends upon the mutual co-operation of all the Parties and the withdrawal of any Party may have serious administrative and financial repercussions for the remaining Parties and any Party withdrawing from TfSHIOW shall, unless otherwise unanimously agreed:
- a. give six months notice in writing of withdrawal to all other Parties; and

- b. the other Parties shall consider what future arrangements should apply for the discharge for their functions which may include to agreeing to continue joint arrangements further to a new joint agreement.

14. Intellectual Property

14.1 Unless otherwise agreed:

- a. The Parties shall not acquire any right, title or interest in or to the intellectual property rights of TfSHIOW.
- b. TfSHIOW will not acquire any right, title or interest in or to the intellectual property rights of the Parties.

14.2 Any issues, challenges or claims in relation to any intellectual property rights shall be advised to each of the Parties immediately, and any intellectual property right claim shall be managed by the Parties as agreed.

15. Data Protection, Freedom of Information, Information Sharing and Confidentiality

15.1 Without prejudice to the specific requirements of this clause, each Party shall comply with its legal requirements under data protection legislation, [the General Data Protection Regulation](#), freedom of information and associated legislation, and the law relating to confidentiality.

15.2 An authority will be appointed as a Lead Authority for the purposes of ensuring compliance with any legislative or legal requirements relating to these issues should they arise directly in relation to TfSHIOW (as compared to information held by the Parties to this Agreement).

15.3 Subject to any legal obligations either arising upon the Parties and/or TfSHIOW, information supplied by the Parties or third parties shall, unless agreed by TfSHIOW, subject to any over-riding legal obligations, be treated as confidential.

16. Liability of the Parties

16.1 Whilst the Parties shall make all reasonable attempts to mitigate loss, each Party ("the indemnifying Party") shall be liable for and indemnify the others against any expense, liability, loss, claim or proceeding whatsoever arising under any statute or at common law in respect of personal injury to or death of any person whomsoever arising out of or in the course of or caused by any act or omission of that indemnifying Party in respect of its role in the activities of the Joint Committee and/or under this Agreement and /or where acting as Lead Authority .

16.2 Whilst the Parties shall make all reasonable attempts to mitigate loss, each Party ("the indemnifying Party") shall be liable for and shall indemnify the others against any reasonable expense, liability, loss, claim or proceeding in respect of any injury or damage whatsoever to any property real or personal in so far as such injury or damage arises out of or in the course of or is caused by any act or omission of that indemnifying Party in respect of its role in the activities of the

Joint Committee and/or under this Agreement and/or where acting as Lead Authority .

16.3 Whilst the Parties shall make all reasonable attempts to mitigate loss, each Party ("the indemnifying Party") shall indemnify the others in respect of any reasonable loss caused to each of the other Parties as a direct result of that indemnifying Party's negligence, wilful default or fraud or that of any of the indemnifying Party's employees in respect of its role in the activities of the Joint Committee and/or under this Agreement and/or where acting as Lead Authority.

16.4 Where a Party is appointed the Lead Authority under the terms of clause 12 of this Agreement, the other Parties shall each indemnify the Lead Authority on pro rata basis according to the proportions of their respective financial commitments as set out in Clause 10 of this Agreement with the intent that the Lead Authority shall itself be responsible for its own pro-rata share.

17. Review

This Agreement may be reviewed at any time by agreement between the Parties.

18. Variations

This Agreement may at any time be varied or amended by the Monitoring Officer where the amendment is minor and has been agreed by all the Parties in writing in advance. Otherwise, this Agreement may at any time be varied or amended by a deed executed by all the Parties

19. Insurance and Indemnification

Each of the Parties shall ensure that they have a sufficient policy of insurance of any work that they undertake on behalf of TfSHIOW and for a period of six years after termination of this Agreement.

20. Severability

If any term, condition or provision contained in this agreement shall be held to be invalid, unlawful or unenforceable to any extent, such term, condition or provision shall not affect the validity, legality or enforceability of the remaining parts of this agreement.

21. Publicity

The Parties recognise their respective public reputations and legal responsibilities. Each Party shall use all reasonable endeavours not to harm or compromise these.

22. Waiver

No term or provision of this Agreement shall be considered as waived by any of the Parties to this Agreement unless a waiver is given in writing by that Party to all other Parties to this Agreement.

23. Notice

Any notice, demand or other communication required to be served under this Agreement shall be sufficiently served if delivered personally to or sent by pre-paid first class recorded delivery post or facsimile transmission to the addresses set out in Clause 3 and if so sent shall, subject to proof to the contrary, be deemed to have been received by the addressee at the time of personal delivery or on the second working day after the date of posting or unsuccessful transmission as the case may be. Anything served personally or transmitted which is received at the recipient's premises on a day when it would not in the ordinary course of its business have been open for business shall be deemed to have been received on the next following day when it is open in the ordinary course of business or would have been if it had not ceased to conduct business.

24. Governing Law

This Agreement shall be governed by and construed in accordance with English Law and the Parties hereby submit to the exclusive jurisdiction of the English Courts.

25. Counterparts

This agreement may be executed in any number of counterparts, all of which when taken together shall constitute one and the same instrument.

26. Exercise of statutory authority

Without prejudice to this agreement, nothing in this agreement shall be construed as a fetter or restriction on the exercise by any of the parties of their statutory functions.

27. Exclusion of Third Party Rights

Save to the extent as expressly provided for in this Agreement no person not a Party to this Agreement shall have any right to enforce any term of this Agreement and the provisions of the Contracts (Rights of Third Parties) 1999 shall not apply to this Agreement

28. Survival of Clauses

The following clauses shall survive the expiry or termination of this Agreement

- Clause 4 (Definitions)
- Clause 5 (Interpretation)
- Clause 6 and Appendix 2 (Principles and Key Objectives)

- Clause 9 (Legal, Governance and Financial Administration Issues)
- Clause 10 (Financial Commitment of the Parties)
- Clause 14 (Intellectual Property)
- Clause 15 (Data Protection, Freedom of Information, Information Sharing and Confidentiality)
- Clause 19 (Insurance and Indemnification)
- Clause 23 (Notice)
- Clause 28 (Survival of Clauses)

29. No Partnership at Law

As public bodies, the Parties do not enter into this Agreement with any view of profit. The use of the terms “partners” and “partnership” in this Agreement merely denotes the intention of the Parties to work within local government legislation in a common way to achieve shared objectives, and should not be taken as an indication of any legal partnership for the purposes of the Partnership Act 1890.

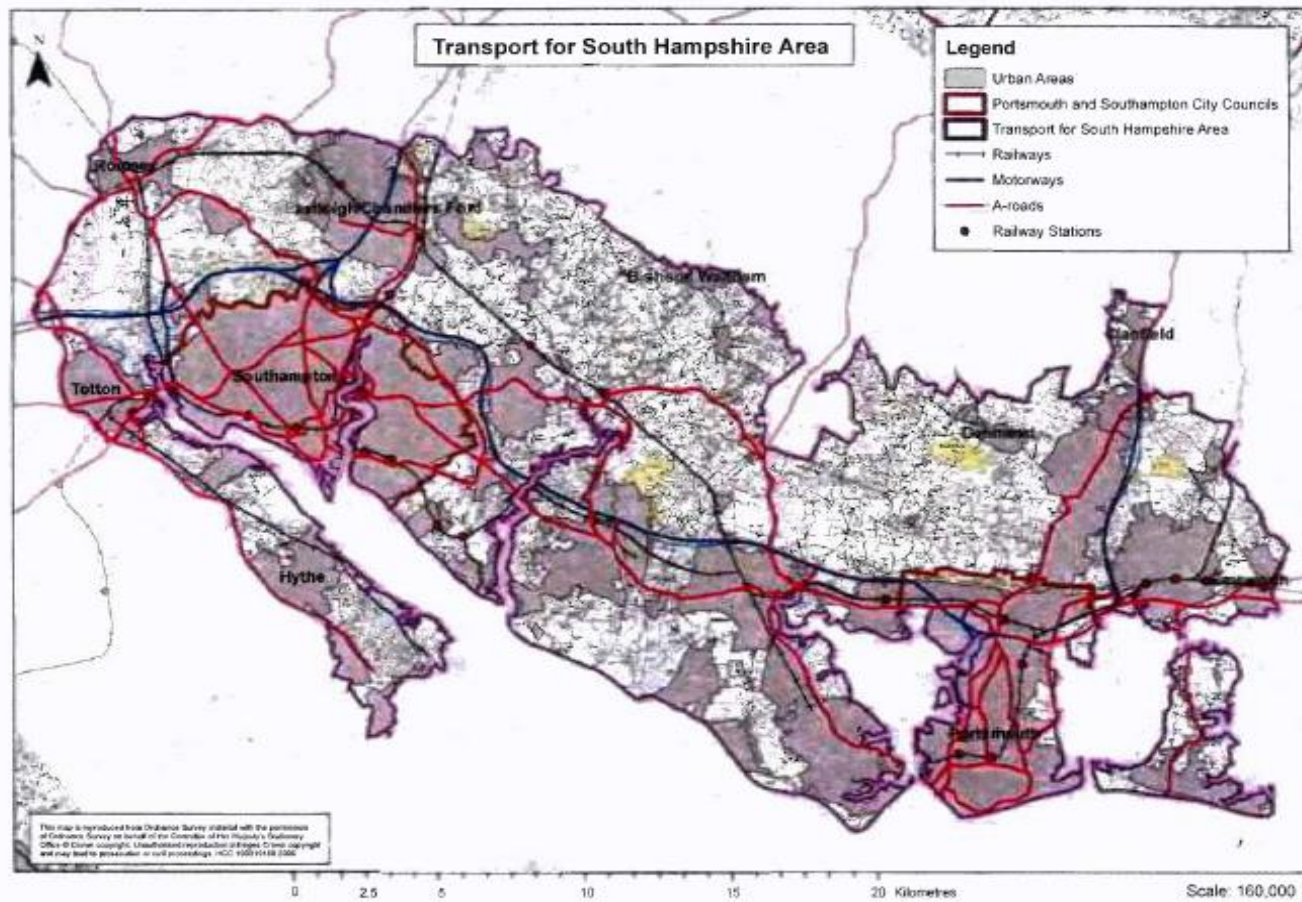
**THE COMMON SEAL OF THE PARTIES IS
HEREUNDER AFFIXED IN THE PRESENCE OF:**

Authorised Signatory _____
Hampshire County Council

Authorised Signatory _____
Isle of Wight Council

Authorised Signatory
Portsmouth City Council

Authorised Signatory
Southampton City Council



KEY OBJECTIVES OF TfSHIOW

Objectives of TfSHIOW shall be:

- Development and Delivery of seamless and co-ordinated public transport operation in partnership with the operators across the sub-region and securing infrastructure to support that;
- Development and Delivery of sub-regional transport schemes and innovations and implementation of sub-regional transport policies (including strategic traffic management);
- Pursuing and securing funding for sub-regional transport schemes (and supporting each transport authority in doing so for local schemes);
- Holding and dispersing developer contributions for sub-regional transport schemes;
- Holding and dispersing other transport funding allocated on a sub-regional basis.
- Monitoring and reviewing delivery at sub-regional level and
- Developing and updating transport policies in support of the South Hampshire Spatial Strategy, the Regional Transport Strategy and the Regional Spatial Strategy (The South East Plan).

APPENDIX 3

GOVERNANCE, JOINT COMMITTEE AND WORKING GROUPS

TFSHIOW - TERMS OF REFERENCE FOR JOINT COMMITTEE

GENERAL

- a. This is a joint committee of the Parties under Section 102(1) of the Local Government Act 1972.
- b. The Parties have arranged under Section 101(1) of that Act for the discharge by the Joint Committee of such of the council's functions as are within the terms of reference (set out below).
- c. Certain functions are delegated by this Joint Committee within their terms of reference to officers.
- d. Where a function or matter within the Joint Committee's competence has been delegated, the Joint Committee may exercise that function / matter concurrently with the officer to whom it has been delegated.

TERMS OF REFERENCE

1. To develop and keep under review the strategic policy framework within which the Parties can each discharge their transportation functions and other incidental or linked functions so as to achieve the Key Objectives across the TfSHIOW Area.
2. To recommend the Annual Business Plan to the parties who will approve the Business Plan through their own decision-making system and, once approved, to implement the approved Annual Business Plan
3. To discharge, on behalf of the Parties their functions where such arrangements:
 - affect two or more of the Parties; and
 - have been authorised by all of the Parties by being specifically referred to in the Approved Annual Business Plan.
4. To influence, advise and lobby government and other agencies, both nationally and internationally, where to do so is consistent with the Key Objectives.
5. To commission research into matters relevant to the Key Objectives.
6. To pursue and seek funding.
7. To develop proposals for the future development of TfSHIOW.
8. To develop proposals on how the Parties can discharge their functions to promote or improve the economic, social and environmental wellbeing in the TfSHIOW area to achieve the Key Objectives

9. To carry out such other activities calculated to facilitate, or which are conducive or incidental to the discharge of the TfSHIOW's functions in implementing the Annual Approved Business Plan
10. To report to the Partnership for Urban South Hampshire (PUSH) on progress in delivering the key objectives.
11. To organise and run, at least on an annual basis, a conference of all the relevant and interested stakeholders
12. To appoint members to the Working Groups and to modify or vary the terms of reference of the existing working groups set out in Appendix 4, and to establish such further Working Groups from time to time as the Committee considers necessary.

APPENDIX 4

TERMS OF REFERENCE FOR THE SENIOR MANAGEMENT BOARD

GENERAL

The Senior Management Board is an informal body and without statutory powers or authority, save as directly delegated to individual officers by their authority / the Joint Committee of TfSHIOW.

SPECIFIC TERMS OF REFERENCE

1. To provide policy advice to the Joint Committee and to implement the decisions of the Joint Committee.
2. To provide policy advice on behalf of the parties to the Joint Committee.
3. To implement the decisions of the Joint Committee.

GENERAL TERMS OF REFERENCE

1. To provide advice and guidance to the Joint Committee within the specific terms of reference of the Joint Committee.
2. To monitor and review the activities of the five Working Groups.
3. To monitor the business plan and delivery and to recommend future iterations of the business plan to the Joint Committee.
4. To implement and deliver the decisions of the Joint Committee.

TERMS OF REFERENCE FOR THE WORKING GROUPS

GENERAL

- a. These Working Groups are informal bodies and without statutory powers or authority save as directly delegated to individual officers by their authority / the Joint Committee.

SPECIFIC TERMS OF REFERENCE OF THE WORKING GROUPS

1. Transport strategy
2. Public Transport (bus, rail, ferry and integration improvements).
3. Strategic traffic management and travel information
4. Strategic transport corridors
5. Resources and funding

GENERAL TERMS OF REFERENCE FOR ALL WORKING GROUPS

1. To provide advice and guidance to the Senior Management Board and Joint Committee within the specific terms of reference of each Working Group
2. To monitor and review the budget, governance, financial compliance matters and issues where appropriate.
3. To monitor the action plan and delivery
4. As delegated by the Joint Committee / Working Group, to be responsible for operational decision making & the day-to-day management of projects and activities carried out in the name of or on behalf of TfSHIOW

APPENDIX 5

MEMBERSHIP

Joint Committee

One Executive Member of each of the partner local authorities leading on the respective issues within the Terms of Reference of the Joint Committee or exceptionally in the absence of that person, any properly appointed substitute member ~~the Leader~~ of the relevant partner local authority ~~or another Executive Member of that local authority appointed by the Leader~~ to attend the meeting as a Joint Committee member.

Note: A standing invite to the Committee will be provided to the Government Office of the South East, the South East England Regional Assembly, the Highways Agency and Network Rail, each of whom will be eligible to attend and speak but, for the avoidance of doubt, not vote.

Comment [cxpukg1]: These two agencies no longer exist.

A standing invite also exists so that the relevant district councils may attend any meeting, and may also attend any meeting and speak (with the consent of the chair) where a matter of relevance to their jurisdiction is under discussion. For the avoidance of doubt, the relevant district councils are:

- Havant
- Fareham
- Eastleigh
- Gosport
- New Forest
- East Hampshire
- Test Valley
- Winchester

A standing invite also exists so that the relevant transport operators and/or stakeholders may attend any meeting, and may also attend any meeting and speak (with the consent of the chair) where a matter of relevance to their operation is under discussion

Senior Management Board

The Chief Executives of each of the partner local authorities, or their senior representatives.

Title of meeting: Traffic & Transportation Cabinet Member Decision Meeting

Date of meeting: 25th February 2021

Subject: Review of Portsmouth Supported Bus Services

Report by: Tristan Samuels - Director of Regeneration

Wards affected: All wards - except Paulsgrove and Hilsea

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this paper is to outline Portsmouth City Council's current position on supported bus services and to seek agreement to extend the 5 existing contracts to 31st December 2021.

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation:

- 2.1 **Approves the extension of all 5 existing supported bus service contracts from 27 March 2021 to 31 December 2021.**

3. Background

- 3.1 Portsmouth City Council has a statutory duty under the Transport Act 1985 Act, to consider the provision of bus routes where there are no commercial services, but there is demand from residents and visitors who otherwise would be unserved by public transport.
- 3.2 The City Council subsidises three complete weekday bus routes including services: 12, 22 and 25, plus Sunday and Bank Holiday services on the 13 and 14. Please see table 1 and appendix A for details of each of the routes.

Table 1: summary of supported bus service operation information

| Service | Operational Information |
|----------------|--|
| 12 | Days of Operation: Monday - Saturday Frequency: hourly off peak Route Description: Tipner - North End - Chichester Road - Fratton Way |
| 13/14 | Days of Operation: Sunday/ Bank Holidays Frequency: 2 hourly Route Description: City Centre - Fratton - Milton - Baffins |
| 22 | Days of Operation: All days of the week Frequency: Every 1 hour and 10 minutes Route Description: Highbury - Cosham - Drayton - Farlington |
| 25 | Days of Operation: All days of the week Frequency: Every 45/90 minutes Route Description: The Hard - Old Portsmouth - Southsea Shops - Devonshire Avenue - Eastney - Hayling Ferry. |

3.3 All current contracts are due to expire on 31 March 2021. Services 12, 13/14, and 22, were awarded in January 2019, and were extended from 30 December 2020 to 31 March 2021 at the Traffic & Transport decision meeting on 18 September 2020. This brought each of the contracts in line with new service 25 contract, which commenced operation on 30 August 2020 and is due to expire on 31 March 2021.

3.4 The contract costs are shown in the table below:

| Service | Full year cost (£) | Cost in 20/21 (£) | Notes |
|----------------|---------------------------|--------------------------|---|
| 12 | 43,601 | 43,601 | |
| 13/14 | 9,480 | 9,480 | |
| 22 | 42,650 | 42,650 | |
| 25 | 112,000 | 65,333 | Service started 30 th August |

3.5 The tables in appendix B provide a comparison route by route of the number of passenger journeys made on supported bus services in Portsmouth. These tables show that due to the current COVID-19 pandemic, and three lockdowns there has been a large decline in passenger numbers. For example in January 2021 bus operators reported that they were operating at between 20% and 25% of pre-COVID-19 passenger numbers in Portsmouth.

3.6 Due to bus passenger numbers and revenue being impacted, it is possible that if a retendering process was undertaken now, that this could result in higher tendered prices being returned due to lower passenger revenues.

3.7 There is provision within the existing supported bus service contracts to extend these services for a further year. Portsmouth City Council Procurement Team, would support any extension in the current climate.

- 3.8 All of the existing supported bus service contract routes cover large residential and commercial areas of the city, otherwise not benefitting from a bus service.

These include:

- 3.8.1 Service 12 serves Tipner, North End, Chichester Road, St Mary's Hospital and Tesco (Fratton), operating hourly Monday to Saturday day times.
- 3.8.2 Service 22 serves the Highbury, Cosham High Street, Lower Wymering, residential areas in Drayton and Farlington, Drayton Shops and Sainsbury's (Farlington), operating every 70 minutes daily.
- 3.8.3 Service 25 is a new route which started operation on a trial basis from 30th August 2020 replacing previous services 6, 15 and 16 which had been withdrawn for most of the summer due to the impact of COVID. The route serves both commercial and residential areas as well visitor attractions and provides a connecting service for both the Hayling and Gosport Ferries. The route serves The Hard Interchange, Old Portsmouth, Southsea shops, Albert Road, Devonshire Avenue, and Eastney to the Hayling Ferry through residential areas which had no bus services. The service operates every 90 minutes (45 minutes off peak Monday to Saturday) daily, including Sundays and Bank Holidays.
- 3.8.4 Services 13/14 serve the City Centre, Fratton, Milton, Portsmouth College and Baffins. The subsidised services operates Sundays and Bank Holidays every 2 hours and complements the Monday to Saturday commercial service.

4. Reasons for recommendations

- 4.1 The Coronavirus pandemic has had a major impact on public transport ridership and the number of passengers travelling by bus, but these services are still essential to allow key workers to access employment and residents to access health and make essential journeys.
- 4.2 Current ridership levels on supported bus services do not reflect likely ridership once we are out of the pandemic. Therefore planning bus services based on this level of ridership is not recommended for the reasons outlined below.
- 4.3 When bus companies submit prices for tendered bus service contracts, they estimate what the passenger revenue will be; this includes concessionary fares. Tender prices are likely to be higher than the current contract prices, as ridership (and revenue) is lower than pre COVID-19 levels. Although ridership may not return in full to pre pandemic levels immediately, it is reasonable to assume it could reach 80% of pre pandemic levels by the summer 2021 once it has been possible to vaccinate a large percentage of the adult population allowing users to have the confidence to travel. Portsmouth City Council will continue to monitor the situation and work closely with bus operators during this time.

- 4.4 Currently bus operators are in receipt of COVID Bus Support Services Grant (CBSSG) funding from the government which makes up the shortfall in revenue on commercial bus services and council supported services 12, 13 and 14. In addition the City Council has been allocated CBSSG funding which is being used to make up the revenue shortfall on service 22. It is also being used to support service 25, which replaced service 15 that was withdrawn by First Bus due to the pandemic.
- 4.5 The future of CBSSG funding is unclear, as the government is reviewing its continuation. Its withdrawal would have a major impact on both commercial and supported bus services. Portsmouth City Council will continue to liaise with government to understand the position of grant funding.
- 4.6 In addition to this funding the Council is in receipt of Bus Service Operating Grant (BSOG) and the allocation for 2020/21 can be transferred to 2021/22. The Council was also successful in being awarded some Better Deal for Bus Users funding which can be transferred to 2021/22. This funding can be used for the tendered service extensions proposed in this report.

5. Integrated Impact Assessment

- 5.1 An Integrated Impact Assessment has been completed and is attached as appendix C to this report.
- 5.2 An Equalities Impact Assessment is not required for an extension to the existing contract as there are no proposed changes to the level of service provided.

6. Legal implications

- 6.1 The Council's relevant statutory powers and duties in relation to the provision of public passenger transport services and related service subsidies are contained in section 63(4), (5) and (8) of the Transport Act 1985.
- 6.2 Section 63(8) of the Transport Act 1985 imposes a specific statutory duty upon the Council in exercising the functions concerned to have regard to the transport needs of members of the public who are elderly or disabled.
- 6.3 On the basis that the existing contracts contain express provision enabling the contracts to be extended for the durations proposed and that the Council is satisfied that the extensions will provide the best value for money obtainable in the circumstances, there are no discernible legal/procurement risks entailed in awarding the extensions.

7. Director of Finance's comments

- 7.1 The Council will support the extension of the bus contracts at a cost of £155,800 until the 31st December 2021.
- 7.2 This will be met in full by utilising the following external grants. The Bus Support Operators Grant (BSOG) £102,800 (includes the permitted carry forward from 2020/21 grant allocation) and £53,000 permitted carry forward to the Better Funds Bus Grant allocation 2020/21.
- 7.3 Any extension beyond the 9 months will be subject to a future report being presented to the Traffic and Transportation Committee.

.....
Signed by:
Tristan Samuels
Director of Regeneration

Appendices:

Appendix A - Supported bus service route maps
Appendix B - Supported bus service passenger numbers
Appendix C - Integrated Impact Assessment

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:

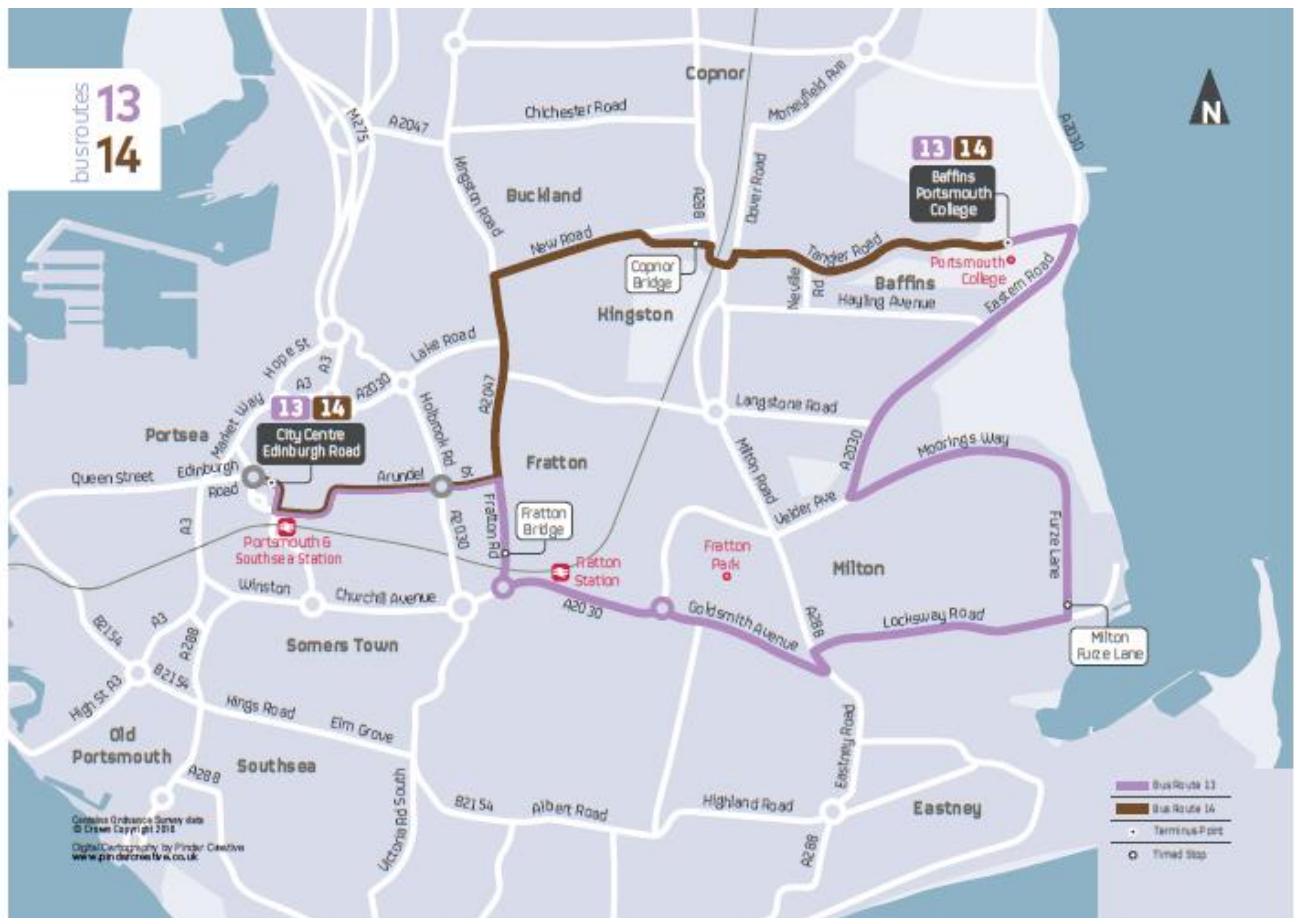
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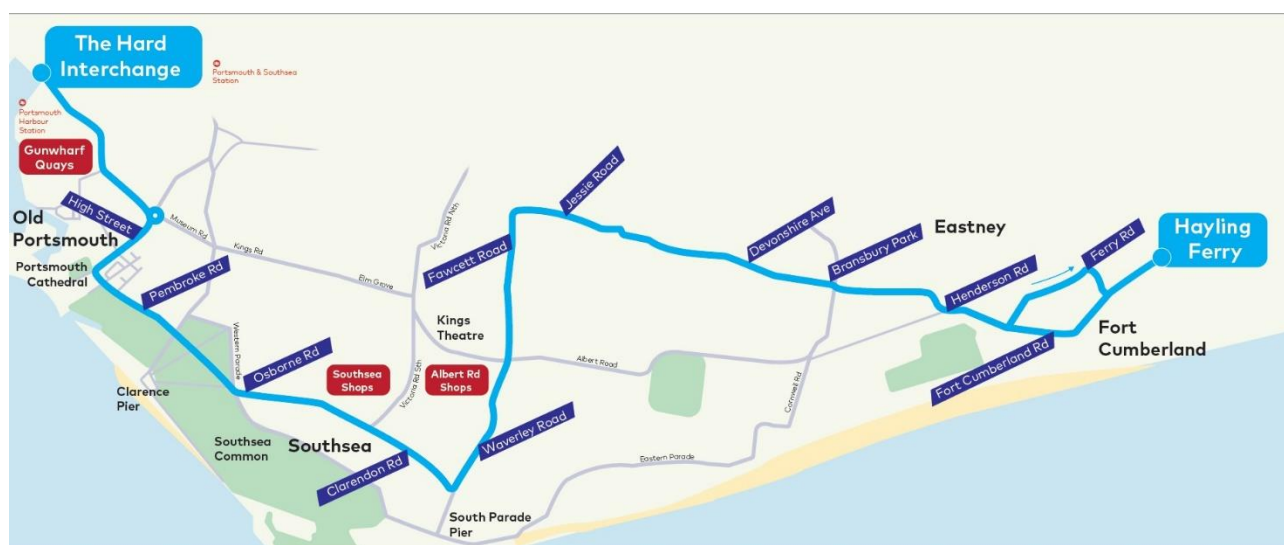
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation

Appendix A - Supported Bus Service Route Maps







Appendix B - Supported Bus Service Passenger Numbers

Service 12

| Month | Passengers | Month | Passengers | Percentage change |
|----------|------------|----------|------------|-------------------|
| Jan 19 | 1613 | Jan 20 | 2745 | +7% |
| Feb 19 | 1909 | Feb 20 | 2515 | +32% |
| Mar 19 | 2215 | Mar 20 | 1782 | -20% |
| April 19 | 2153 | April 20 | 64 * | -97% |
| May 19 | 2344 | May 20 | 343 | -85% |
| June 19 | 2346 | June 20 | 712 | -70% |
| July 19 | 2711 | July 20 | 1067 | -61% |
| Aug 19 | 2560 | Aug 20 | 1220 | -51% |
| Sept 19 | 2506 | Sept 20 | 1463 | -42% |
| Oct 19 | 2681 | Oct 20 | 1562 | -42% |
| Nov 19 | 2688 | Nov 20 | 1140 # | -58% |
| Dec 19 | 2369 | Dec 20 | 1313 | -45% |

* first lockdown

second lockdown

Service 13/14



| Month | Passengers | Month | Passengers | Percentage change |
|----------|------------|----------|------------|-------------------|
| Jan 19 | 288 | Jan 20 | 325 | +13% |
| Feb 19 | 317 | Feb 20 | 326 | +2% |
| Mar 19 | 365 | Mar 20 | 287 | -27% |
| April 19 | 337 | April 20 | 44* | -89% |
| May 19 | 421 | May 20 | 83 | -80% |
| June 19 | 525 | June 20 | 79 | -85% |
| July 19 | 399 | July 20 | 111 | -72% |
| Aug 19 | 456 | Aug 20 | 210 | -54% |
| Sept 19 | 512 | Sept 20 | 219 | -58% |
| Oct 19 | 398 | Oct 20 | 166 | -58% |
| Nov 19 | 366 | Nov 20 | 187 # | -49% |
| Dec 19 | 550 | Dec 20 | 162 | -71% |

* first lockdown

second lockdown

Service 22

| Month | Passengers | Month | Passengers | Percentage change |
|----------|------------|----------|------------|-------------------|
| Jan 19 | 5148 | Jan 20 | 4894 | -5% |
| Feb 19 | 4946 | Feb 20 | 4514 | -9% |
| Mar 19 | 5376 | Mar 20 | 3392 | -37% |
| April 19 | 5253 | April 20 | 877 * | -83% |
| May 19 | 5799 | May 20 | 1056 | -82% |
| June 19 | 5026 | June 20 | 1334 | -73% |
| July 19 | 5410 | July 20 | 1706 | -68% |
| Aug 19 | 5136 | Aug 20 | 1961 | -62% |
| Sept 19 | 4902 | Sept 20 | 2238 | -54% |
| Oct 19 | 4675 | Oct 20 | 2754 | -41% |
| Nov 19 | 5070 | Nov 20 | 2399 # | -53% |
| Dec 19 | 4635 | Dec 20 | 2433 | -48% |

* first lockdown

second lockdown

Service 25 (service started 30th August 2020)

| Month | Passengers |
|---------|------------|
| Aug 20 | 216 |
| Sept 20 | 4184 |
| Oct 20 | 3630 |
| Nov 20 | 2115 # |
| Dec 20 | 2048 |

second lockdown

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:

- Communities and safety
- Regeneration and culture
- Environment and public space
- Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

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

Review of tendered bus services

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

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

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

To extend the existing contract for supported services from 31 March 2021 to 31 December 2021. As the Local Transport Authority, The Council's legal duties in relation to the provision of public passenger transport services is contained in the Transport Act 2000. Under section 63 of the Act, councils must secure the provision of such public passenger transport services as the Council considers appropriate

to meet any public transport requirements which would not otherwise be met, ensuring bus services are provided where they are socially necessary and would not otherwise be provided commercially.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

No Consultation has been undertaken as we are not changing the services just extending their contract to allow them to operate for a longer time under the existing contracts as re-tendering during this time is likely to see an increased cost with the current Covid-19 outbreak.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

A key focus of the City Council's supported services is to enable social independence, by providing bus routes where there is no commercial provision. Encouraging residents to travel through more sustainable options, which in turn will have a positive impact on the health of Portsmouth residents. Reducing dependency on alternative modes of transport such as private cars. Supporting residents to use public transport will also improve air quality through reduced trips.

How are you going to measure/check the impact of your proposal?

Ongoing public transport operator engagement to monitor usage, engaging with residents to ensure areas of city that need to be serviced are connected through public transport services.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Extending the contracts will allow for the supported bus services to continue to operate on a frequent service. Extending the contact will have a positive impact on all those protected characteristics who hold a concessionary bus pass including age and disability or who travel on a supported service.

How are you going to measure/check the impact of your proposal?

Ongoing public transport operator engagement to monitor usage, engaging with residents to ensure areas of city that need to be serviced are connected through public transport services.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Supported bus services reduce private car usage through the promotion of alternative transport modes, along with reduced trips inside the Portsmouth, therefore reducing carbon emissions within the city.

How are you going to measure/check the impact of your proposal?

The Transport team and Air quality team will continue to measure air quality levels within the city.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Supporting travel by public transport, and in particular by bus with Euro 6 emission levels, is less polluting than traveling in individual, privately owned cars. The supported services enable bus services where they would not otherwise be provided commercially. This enables residents a greater choice on their travel reducing the need for private vehicle hire/ownership and encouraging modal shift in Portsmouth, which will in turn improve air quality through a reduction in vehicle emissions.

How are you going to measure/check the impact of your proposal?

The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Supported services provides public transport options for residents, giving more mobility and flexibility to access services within the city. Reducing the need for private vehicle trips which in turns reduced the risk of traffic collisions, and near misses by reducing the number of cars on the road.

How are you going to measure/check the impact of your proposal?

Engagement with public transport operators and the Portsmouth City Council Traffic management team.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?

☐☒

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

| |
|---|
| |
| How are you going to measure/check the impact of your proposal? |

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?

☐☒

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?

☐☒

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Congestion is a barrier to growth in the region, reducing this through supported bus service. By reducing the number of private vehicles on the road. Implementing bus routes are socially necessary to improving connectivity and enable public transport access for lower income and isolated residents to access the wider employment market, along with day activities for health and wellbeing.

How are you going to measure/check the impact of your proposal?

Ongoing public transport operator engagement to monitor usage, engaging with residents to ensure areas of city that need to be serviced are connected through public transport services.

Q8 - Who was involved in the Integrated impact assessment?

Chi Sharpe
Simon Bell
Gina Perryman

This IIA has been approved by:

Contact number:

Date:



Title of meeting: Traffic & Transportation Cabinet Member Decision Meeting

Date of meeting: 25th February 2021

Subject: Concessionary Fares Scheme Reimbursement to Bus Operators

Report by: Tristan Samuels, Director Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 This reports outlines the recommendation for the reimbursement to bus operators for travel made using Concessionary Bus Passes in 2021/22.

2. Recommendations

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

- 2.1 **Notes the contents of this report;**
- 2.2 **Revises the reimbursement to bus operators to one based on the percentage of mileage operated in accordance with guidance issued by the Department for Transport on 20 November 2020;**
- 2.3 **Delegates authority to the Cabinet Member for Traffic and Transportation in conjunction with the Director of Regeneration and the S151 Officer, to make any necessary changes within the allocated budget.**

3. Background

- 3.1 Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011. The scheme allows eligible pass holders free travel on local buses. Bus operators are reimbursed on a 'no better no worse' basis for the loss of revenue forgone for the journeys made. This is calculated by using, the average adult fare and specific additional costs incurred. This follows the terms of the Act and

Department for Transport guidance and managed on behalf of the Council by specialist consultants contracted by the authority.

- 3.2 The annual Portsmouth City Council, Concessionary Fares budget for 2020/21 is £4.2m
- 3.3 In letters to Local Transport Authorities, dated 25 March 2020 and 4 April 2020, the Department for Transport urged authorities to continue to pay bus and coach operators for tendered services, concessionary fares and home to school transport at the levels before any downturn in patronage due to COVID-19, for at least the period of the outbreak.
- 3.4 For the current year (2020-21), the City Council has made concessionary fares payments in line with pre COVID-19 travel levels, rather than actual use to help maintain the bus network for key workers and essential journeys. This is in line with the guidance received from the Department for Transport.
- 3.5 In addition to this, the government provided COVID-19 Bus Services Support Grant (CBSSG) paid direct to bus operators for the loss in commercial passenger revenue.

4 Reimbursement for 2021/22

- 4.1 The Department for Transport has permitted Local Authorities to calculate concessionary fares reimbursement locally, outlining a number of principles to be considered when developing their methodology:-
1. Seasonality of services – (some authorities have adopted approaches to cover this, for example, averaging two lower winter and two higher summer payment methods)
 2. Decline in concessionary patronage - (total concessionary bus journeys fell by 2.5% in England in 2018/19, however, this may vary across local areas)
 3. Decline in patronage as a whole
 4. Operators may have ceased trading/some services
 5. Operators may have started trading/new services
 6. Operators may have varied their services to increase/decrease the frequency/length of journey - (If TCAs decide to consider this principle, we urge TCAs to only reduce concessionary fare reimbursement funding to the level of service that operators are providing them with. For instance, if an operator was providing 90% service levels, TCAs may consider providing 90% concessionary fare funding.)
- 4.2 Taking into account the factors listed in para 4.1, it is recommended that concessionary fare reimbursement for the 2021/22 financial year reflects the level of service provided to residents - point 6 of the DfT guidance above.
- 4.3 The most effective way of measuring this is the actual weekly mileage operated by bus operators, a figure which is already provided to the DfT by

bus operators. This figure can then be presented as a percentage of the mileage operated pre-COVID-19, and the corresponding proportion of concessionary fare reimbursement paid accordingly.

- 4.4 At the time of writing this report, First Bus are operating at 80% of pre-COVID-19 mileage and Stagecoach 70% of pre-COVID-19 mileage.
- 4.5 Actual mileage operated will increase as lockdown restrictions are eased and schools reopen within the year and that this be reflected in the end of each quarter reconciliation payment.

5. Consultation

- 5.1 The Council have consulted with both First Bus and Stagecoach which together operate all local bus services in Portsmouth.
- 5.2 Both operators are content with this approach, and shortfalls will be made by Government through CBSSG payments.
- 5.3 The operators have requested that the Council revert to pre-pandemic levels of payment should government withdraw CBSSG during the 2021/22 financial year, the Council. This would equate to 100% of budget for the weeks affected.

6. Reasons for recommendations

- 6.1 The Council are required to provide bus companies with 28 days' notice of the reimbursement arrangements and any change to the reimbursement levels.
- 6.2 Due to Portsmouth City Council proposing to change the reimbursement levels, in line with government guidance a decision needs to be taken at this Traffic & Transportation meeting.
- 6.3 To reflect government guidance that concessionary fares reimbursement should reflect the level of service provided in the local area.
- 6.4 That authority be delegated to the Cabinet Member for Traffic and Transportation in conjunction with the Director of Regeneration and S151 Officer, to make any changes to the level of reimbursement paid as operators revise service levels and therefore actual mileage operated at short notice in line with changes to government travel advice.

7. Integrated Impact Assessment

- 7.1 An Integrated Impact Assessment (IIA) has been undertaken and is attached in Appendix A. The IIA has identified that there are no impacts on the level of service provided to users.

8. Legal Implications

- 8.1 The Council's statutory duty, as a travel concession authority, to reimburse bus operators for providing concessions is set out in Sections 149 and 150 of the Transport Act 2000 (inserted by the Concessionary Bus Travel Act 2007) and further provision about the arrangements for such reimbursement are contained in the Mandatory Travel Concession (England) Regulations 2011, as amended.
- 8.2 Details of the national policy response in respect of such reimbursement to operators in light of the impact of the Covid-19 pandemic are set out in the body of the report.
- 8.3 The recommendation in this report is consistent with the Council's relevant statutory duties and the national policy response referred to above.

9. Director of Finance comments

- 9.1 The cost of the Council's Concessionary Fare Scheme is approximately £4.2m per annum.
- 9.2 The cash limited budget does not cover the full cost of running the scheme. The scheme is reliant on a subsidy of over £216,000 from the Council's parking reserve each year and an allocation of around £18,000 from the Council's Bus Support to Operators Grant (BSOG).
- 9.3 The recommendation to reimburse the bus operators based on percentage of mileage will depend on the level of service that is being operated during the year. Current service levels are running between 70% and 80%, but this is expected to increase as lockdown restrictions are eased.
- 9.4 It is anticipated that the cost of the scheme will be in the region of £3.4m to £3.8m (based on service levels running at 80% to 90%). Once normal levels of service resume then the reimbursement will be akin to that to pre Covid levels.
- 9.5 It is anticipated that any shortfall will be made by Government directly to the bus operators through the CBSSG payments or through any other rescue packages that may become available in the future.

.....
Signed by:

Appendices:
Appendix A - Integrated Impact Assessment

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

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

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

.....
Signed by:

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

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

Concessionary Fares Scheme Reimbursement to Bus Operators 2021/22

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

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

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

Under the terms of the Concessionary Travel Act 2007, and the Mandatory Travel Concession (England) Regulations 2011, Portsmouth City Council administers the English National Concessionary Travel Scheme for residents of the city. The scheme provides a pass allowing free travel on local buses for journeys starting within Portsmouth for eligible residents on grounds of age or disability. Bus

operators are reimbursed on a 'no better no worse' basis for the loss of revenue forgone according to the number of journeys made, the average adult fare and specific additional costs incurred. This follows the terms of the Act and Department for Transport guidance and managed on behalf of the Council by specialist consultants contracted by the authority.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

There has been consultation with the bus companies.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?

☐☒

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?

☐☒

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The provision of a Concessionary Fares allows residents that meet the entitlement criteria to have access to sustainable modes of travel, and provide access to essential services and facilities. enabling elderly and disabled people, especially those on low incomes, to continue to use public transport and to use it more often, improving their access to a range of basic necessities such as health care and shops and reducing social isolation. Achieving social inclusion benefits for older and disabled people by allowing greater freedom to travel, for free, by local bus.

How are you going to measure/check the impact of your proposal?

The transport team will monitor the number of journeys undertaken within the city along with concessionary passenger data numbers.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Concessionary travel allows older and disabled people (especially those on low incomes) improved access to services, facilities and social networks by 'free' scheduled bus services, and also promote social inclusion. Providing greater freedom to access shops, services and amenities, work, freedom to access healthcare and freedom to visit family and friends.

How are you going to measure/check the impact of your proposal?

Passenger numbers of concessions on the bus services within Portsmouth along with bus mileage in the city.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The funding of concessionary bus travel is more sustainable and less polluting than the private car. This scheme provides an alternative mode of transport to the private car for all who qualify, allowing them to travel for free.

How are you going to measure/check the impact of your proposal?

Concessionary passenger numbers on bus services within the city will be monitored along with mileage recorded from both bus operators.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Supporting travel by public transport, and in particular by bus with vehicles with Euro 6 emission levels, is less polluting than traveling in individual, privately owned cars. By reducing the amount of emissions from transportation in a dense urban area like Portsmouth, public transportation can help to reduce emissions, to meet air quality standards, and to decrease the health risks of poor air quality for our residents.

How are you going to measure/check the impact of your proposal?

The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The provision of the Concessionary fare travel allows residents to make journeys by sustainable travel modes. More trips can be made without a car, fewer vehicles are on the road. This reduces the risk of traffic crashes and decreases greenhouse gas emissions and other types of air pollution.

How are you going to measure/check the impact of your proposal?

Passenger numbers on bus services will be monitored to understand the impact of the concessionary fare travel from companion pass holders. These will be reported to this committee in January 2022.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?

☐☒

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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| How are you going to measure/check the impact of your proposal? |

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?

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In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?

☐☒

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

☐☒

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

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| How are you going to measure/check the impact of your proposal? |
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| Q8 - Who was involved in the Integrated impact assessment? |
| Chi Sharpe Simon Bell Gina Perryman |

This IIA has been approved by:

Contact number:

Date: