

Main Points from the Information Paper:

The information paper summarises the significant issues that are relevant to HRA and Highfield residents going forward into the Next Steps of Portswood Broadway transformation. Some information has been extracted from Council documents, all of which are available online. References have been given. Other information, especially about the likely organisation of any Community Co-design projects are from email communications with the Project Officer and the Lead Councillor.

Cabinet approved that the scheme would go forwards to the Next Steps. The Scrutiny Meeting Call-in of the Cabinet decision was defeated. It is important that HRA and other resident groups are well informed and remain engaged in the process. Detail of the implications is 'buried'. For instance neither the part-time bus gate nor the reduced length of road had been part of any consultation. The implications of these decisions need to be considered.

Information about the ATZ is conflicting – in one place the Cabinet Decision Document states that : *measures to limit the impact on adjacent streets via an Active Travel Zone (ATZ) to be in place ahead of the trial and that a co-design group will be established to inform design decisions to address the issues raised from the consultation.*

Yet, for the first time, in a Council document it was acknowledged that:

'The measures implemented as part of an Active Travel Zone can be scalable on their impact based on the community co-design process and it may be, the community decides on measures that still allow existing access arrangements in the area to be retained.

Up to this point, any consideration that existing arrangements in our ATZ area could be retained had been rejected by the project team. It appears that, if supported, there is a possibility that existing access arrangements in the ATZ area might be retained, at least as part of the Phased (Trial) approach.

And in a document titled: Issues raised from the 'You Said We Did' Appendix 5 Document (authored by the Integrated Transport Team) two ATZ 'concerns' are highlighted:

(3.) Concern - increased traffic elsewhere / journey times / rat runs

The Council response to this concern is that the ATZ would be community co-designed and the impact of the implementation be monitored and evaluated.

And

(5.) Will have a negative impact on the community / local residents

The Council response to this concern is the part-time peak-time bus gate and the reduction in its size.

In the document , 'You Said We Did' 10 different concerns were identified as requiring community co-design input. I think such a large number (raised from free-text responses in the consultation) reflects unforeseen issues in the Council proposals. At the present time it is not certain how these sessions will be organised to manage such a wide diversity of 'concerns'; not all would be relevant to all attendees. All 10 concerns are listed in Annex 1.

Relevant to HRA however, is when and how these community co-design sessions would work, particularly in respect of the ATZ (as the ATZ has to be in place before the trial Bus-gate).

Both Roger and I have been in communication with Wade Holmes.

Wade is indicating the Council would follow the process used in St Denys and Woolston where people would come to a session of their choosing and meetings would be open for anyone to attend. They may run during the day or in the evening or at weekends. He mentioned four meetings. Options for all of the 10 'concerns' would be addressed at the same time, not organised as sessions for concerns separately. Although it had not been decided whether there would be a separate co-design session to address specific issues and allow enough time for work on the Active Travel Zone.

At co-design sessions, existing challenges, some evidence, options, implications and costings would be explained to groups of 4/5 people at a table by council officers and people would then choose. I specifically asked (WH) if residents would be able to put forward ideas of their own. This was not confirmed so, for example, the high support within OTRA for an ANPR scheme seems unlikely to be in the mix at this stage.

Although outside of the Next Steps at this stage, the matter of the 20mph zone was raised with Wade. He replied:

'The 20mph proposal is to be tied up with the Active Travel Zone process and will be using the same budget that has been identified for ATZ measures. It will be discussed during the community co-design process as one of the options for the Active Travel Zone. The delay to delivery of the 20mph has been because of the additional consultation on The Broadway project.'

There remain other vague areas still to be decided in the Next Steps, including whether any ATZ measures would be peak time only to match the Bus-gate or how cars would turn round / exit Portswood Broadway considering the shortened Bus-gate section between Westridge Road and St Denys Road spur?

Annex 3. is a letter from Labour Ward Councillors to some Highfield Residents

Annex 5. Is a table of the Business Responses to PB Phase 2 Consultation

HRA's continued engagement in the process and the identification of priorities and key objectives therefore remain of great importance going into the Next Steps

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