

HRA Anticipating the Next Stage Portswood Broadway and the ATZ



Background Information Paper

Summary

On 16 January 2024 Southampton City Council Cabinet approved the acceptance of the Next Steps to progress the Portswood Broadway scheme. A significant number of papers and documents were published at this time, some of which have a direct bearing on Highfield residents.

On 1 February the Scrutiny and Management Overview Committee Called-in the decision.

On 6 February the Cabinet met to discuss the Call-in.

Minutes of these three meetings do not seem to be publicly available as yet.

HRA Chair, Professor Roger Brown attended and spoke at 16 Jan and 1 Feb meetings emphasising the HRA Committee position and drawing attention to missing data and conflicting issues.

Concurrently, several exchanges in communication took place between HRA Officers with Councillors and the Project Officer seeking clarification to the process of Next Steps..

This paper summarises the significant issues that are relevant to HRA and Highfield residents going forward into the Next Steps. 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.

Any SCC text is italicised.

PORTSWOOD BROADWAY NEXT STEPS DECISION MADE: (CAB 23/24 43623) On consideration of the report of the Cabinet Member for Environment and Transport, Cabinet approved the following (extracts) in relation to the ATZ and the Co-Design Schemes.

(iv) To progress the scheme with the approval for a trial of a part time bus gate / motor vehicle restriction on Portswood Broadway via an Experimental Traffic Regulation Order

with measures to limit the impact on adjacent streets via an Active Travel Zone (ATZ) to be in place ahead of the trial. Delegation is given to Executive Director Place in consultation with the Cabinet

Member Environment and Transport to progress associated detailed design and Traffic Regulation Orders to enable the scheme trial and Active Travel Zone to be delivered

(v) To establish a co-design group to inform design decisions for Portswood Broadway to address issues raised from the consultation

Issues raised from the 'You Said We Did' Appendix 5 Document

(with reference numbers for relevant sections for HRA)

3. Concerns & suggestions – increased traffic elsewhere / journey times / rat runs

Information was provided on the predicted traffic flows for surrounding roads to Portswood Broadway. Depending on the different scenarios for the proposed Active Travel Zone (ATZ) information was provided on traffic flows on those roads. Some of the proposed measures in the ATZ will reduce the displaced Portswood Broadway traffic on those adjacent local roads and increase them on main roads such as A335 Thomas Lewis Way.

It is proposed that the ATZ is designed with a community co-design process. Information will be provided to participants on different measures that could be introduced and what impact that they would have on traffic being displaced / journey times in the area. Participants will then be able to make an informed choice on the measures to be implemented.

As part of the ATZ and Portswood Broadway scheme implementation the impacts would be monitored to understand the before and after situations. Measures within an ATZ can be trialled through Experimental Traffic Regulation Orders and adjusted as necessary depending on the outcomes. The monitoring would feed into the evaluation of a trial scheme (see 5 for details)

5. Concern – Will have a negative impact on the community / local residents:

Noting that there are some concerns about the scheme, it is recommended that the scheme proposal is altered and trialled:

- A reduction in the bus gate / motor vehicle restriction times to be 7am-10am and 4pm-7pm (Part time bus gate) to allow some access for loading and people who chose to drive but to ensure some form of bus priority in the AM / PM peak hours*
- A reduction in the size of the bus gate / motor vehicle restriction to be from Westridge Road to St Denys Road Spur.*

To Note:

What will be the success criteria and where is the base data for bus times?

The use of peak time only Bus-gate operation had not been part of any consultation

Would any ATZ measures be peak time only to match the Bus-gate?

A reduction in the size of the Bus-gate had not been part of any consultation

How would cars turn round / exit Portswood Broadway between Westridge Road and St Denys Road spur?

Ten different areas were identified as needing co-design input (see Annex 1).

How would co-design work across these ten different areas?

This question as to whether these would be ten separate processes was put to Wade Holmes who indicated that,

“This is to be confirmed, but it will be one co-design process for all the items that have been flagged as that they need additional work. What would be proposed would be a several co-design sessions to allow people to attend at their convenience, but in each session, these aspects identified would be worked on. To give you an idea of usual co-design process from St Denys and from Woolston, people come to a session of their choosing (I think for Woolston we had four different sessions available at weekday, weeknight and weekend), put into small groups where they talk about existing challenges in the area for walking and cycling. Some evidence is presented on what different options are available from Council Officers, and the small groups the start to pick their preferred options to address the challenges.

There may be a separate co-design session for the Portswood Broadway trial to address specific issues and allow enough time for work on the Active Travel Zone – but this is to be confirmed.”

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.

Wade further clarified,

“Throughout the consultation process it was flagged that the community codesign will determine the level of interventions in the area. Two ends of the scale were shown on consultation material – one where all existing access points / traffic directions are maintained (noted as “light touch ATZ” in the material provided) which would include new pedestrian facilities / measures to slow down traffic . Another scenario at the other end of the scale was shown which contained traffic filters, and this would change access arrangement in the area. At all drop-in sessions and all material online, the intention was to convey that these are potential options and not locked in solutions. The final scheme will be worked up in the co-design sessions that are being proposed - it will be based on what the community would like to see.”

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

The question as to whether residents could offer ATZ options at Co-design sessions or whether all options would be SCC generated, was explained subsequently by Wade in more detail thus:

“The codesign will be based such that the bus gate trial / times are locked in, but then all other options are available for consideration. The way these [Co-designs] work is that we usually identify issues people have for travelling in the area, and then we present a range of options that are used elsewhere – information is given about the impact of each option in terms of pros / cons and costs – including if they restrict access or not.

Then the codesign groups (we usually have tables of five people per group) discuss the range of options and reach a consensus to present to the wider co-design group.

So this is not council officer led on which options to pick, the role of council officers is just to show all the options and inform on their impact”.

(Note this last explanation does not state whether options offered by residents would be considered).

Wade confirmed that the dates / format / location of the codesign workshops is still being worked out.

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.

- Annex 1 Identification of the 10 Community co-designs as identified in ‘You Said We Did’ Appendix 5 to Cabinet Report 6 February
- Annex 2 Southampton City Council Overview and Scrutiny Management Committee Minutes of the Meeting held on 14 December 2023 (extract)
- Annex 3 Letter to some Highfield Residents from Labour Ward Councillors (01/01/2024)
- Annex 4 Appendix 5 – ‘You Said, We Did’ Cabinet Report 6 February. Full details
- Annex 5 Business Responses PB Consultation Phase 2

Barbara Claridge HRAHonSec
11/02/2024

Annex 1.

Identification of the 10 Community co-designs as identified in 'You Said We Did'

Appendix 5:

Ref: <https://www.southampton.gov.uk/moderngov/documents/s69108/Appendix%205%20-%20You%20Said%20We%20Did%20response%20to%20free%20text%20survey%20responses.pdf>

1. Trends in results – Age related, more support in younger demographic reducing to an older demographic on key questions

It is proposed to introduce a co-design working group for the project to feed into the design process for Portswood Broadway and the Active Travel Zone. To ensure that all ages are considered and included participants will be sought from across the community – including seeking people to represent the views from elderly community.

2. Trends in results – Mobility related with less support for respondents identified as having a disability / uses a wheelchair / mobility scooter

It is proposed to introduce a co-design working group for the project to feed into the design process for Portswood Broadway and the Active Travel Zone. To ensure that all abilities are considered and included participants will be sought from across the community – including seeking people to represent the views of people with disabilities (hidden and/or visible).

3. Concerns & suggestions – increased traffic elsewhere / journey times / rat runs

It is proposed that the ATZ is designed with a community co-design process. Information will be provided to participants on different measures that could be introduced and what impact that they would have on traffic being displaced / journey times in the area. Participants will then be able to make an informed choice on the measures to be implemented.

6. Concern – around e-scooters and bikes (e.g. riding on pavements)

It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – the working group will examine ways to deter pavement riding through the use of street furniture / trees (but noting that there will need to be a balance between deterring pavement riding and the need for some clutter free routes for people with mobility / visual impairment issues)

7. Support a trial

Information was provided during the consultation on a potential phasing of any trial, with the ATZ measures installed / trialled ahead of ongoing community co-design of the measures for Portswood Broadway, which would allow time to address the issues raised in this consultation.

9. Concern – removal of street parking for those with disabilities

It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – including seeking people to represent the views from people with disabilities. The Council's Accessibility Forum will be engaged in progressing the scheme and provide a critical review function on scheme design.

12. Concern – Proposal causing an increase in crime and antisocial behaviour

It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – including having representatives from the Police to advise on aspects such as designing out crime in public spaces.

13. Concern – Increased seating negatively impacting feeling of safety

The design of seating spaces and the furniture used will take into consideration their potential use for anti-social behaviour, and will be part of the community co-design for the space

14. Concern – disagreement with a proposed Active Travel Zone – keep as is

*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 decide on measures that still allow existing access arrangements in the area to be retained***

15. Suggestions for inclusion of options for Active Travel Zone

It is proposed that the Active Travel Zone is designed with a community co-design process. Information will be provided to participants on different measures that could be introduced and what impact that they would have on traffic being displaced / journey times in the area. Participants will then be able to make an informed choice on the measures to be implemented.

Would there be a single co-design group to consider all 10 identified areas or ten different working groups?

Extracts taken from Appendix 5 “You Said We Did”

<https://www.southampton.gov.uk/moderngov/documents/s69108/Appendix%20%20-%20You%20Said%20We%20Did%20response%20to%20free%20text%20survey%20responses.pdf>
(response to free text survey, Integrated Transport Team)

Cabinet Meeting Tuesday 16 January 2024

Annex 2.

Southampton City Council Overview And Scrutiny Management Committee Minutes Of The Meeting Held On 14 December 2023 (extract)

PORTSWOOD BROADWAY CONSULTATION – UPDATE The Committee considered the report of the Cabinet Member for Environment and Transport regarding the Portswood Broadway Transforming Cities Fund scheme following a second public consultation carried out between August - October 2023. Councillor Keogh, Cabinet Member for Environment and Transport, Pete Boustred, Head of Transport and Planning, Wade Holmes, Service Manager for Integrated Transport, Mr Roger Brown, Chair of Highfield Residents Committee, Ms Karen Edwards, Portswood Residents Gardens and local residents Mrs Lorraine Barter, Mr Ron Meldrum, Mr Crispin Jameson and Mrs Jane Jameson were present and with the consent of the Chair addressed the meeting.

RESOLVED: (i) That, as he appraises the feedback from the consultation process, the Cabinet Member reflects on the issues raised by the Committee and residents at tonight’s meeting when determining the preferred option for the development of Portswood Broadway.

(ii) That the Service Manager for Integrated Transport provides the Committee with the target for modal shift associated with the TCF programme, and specifically the Portswood Corridor Scheme.

(iii) That the Service Manager for Integrated Transport clarifies when the referenced traffic survey would be undertaken and whether it would coincide with major roadworks within the vicinity of Portswood Broadway.

(iv) That, reflecting the Committee’s concerns that the detail within the report did not adequately address the request made when the issue was considered by the Committee in February 2023, the Committee recommended that the Cabinet Member and officers clearly demonstrate within the decision-making report, how the proposals would impact on the city’s net zero ambitions

Ref:

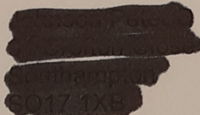
<https://www.southampton.gov.uk/moderngov/documents/g7001/Public%20reports%20pack%2011th-Jan-2024%2017.30%20Overview%20and%20Scrutiny%20Management%20Committee.pdf?T=10>

Note: The Minutes from the OMSC on 1 February Call-in of Executive Decision CAB 23/24 43623 - Portswood Broadway Next Steps are not yet available.

Annex 3.

Letter from Labour Portswood Ward Councillors to some Highfield Residents (01/01/2024)

Portswood Councillors
The PA Team
Members' Room
Southampton City Council
Civic Centre
Southampton SO14 7LY



Please ask for: Councillor Finn,
Councillor Savage
Direct Dial: 023 8083 2430/3340
Email: councillor.a.finn@southampton.gov.uk;
councillor.j.savage@southampton.gov.uk
Date: 01/01/2024

Dear Resident,

Trial Improvements Planned for Portswood Broadway

As many of you will be aware, Southampton City Council has been consulting on improvements to Portswood Broadway, drawing in investment to make our area:

- a more pleasant and safer place to spend time and money
- an accessible and vibrant economic centre
- have lower emissions and be safer for active travel and pedestrians
- an efficient travel hub, improving bus reliability and journey times

While the thorough consultations held by the council and independent reviews show overall support for the proposed scheme and increased benefit to the area, as ward councillors we are aware concerns have been raised too. Emotions have certainly been high on all sides of the discussion. The trial is intended to provide more concrete evidence about the impact on the local area.

The scheme will start on a part-time trial basis, to be reviewed in six months. From 7-10am, and 4-7pm, the high street between St Deny's Road and Westridge Road only will be closed to through traffic (buses, bikes and taxis will be exempt). During the rest of the day, there will be no change during this trial period.

As your ward councillors, we are pleased that there will be a community led co-design working group. The focus of this group is to help monitor and shape the scheme moving forward. It will also help prioritise other improvements needed both on the Broadway and surrounding roads. This includes looking at traffic calming within the community. We would encourage you to be involved in this.

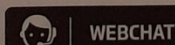
We are committed to making Portswood the best it can be. We know this issue has divided some in our community. However, now is the time for us to come together and help make our area better.

Yours sincerely,

M Finn

Councillor Marie Finn
Labour Councillor for Portswood Ward

Councillor John Savage
Labour Councillor for Portswood Ward



WEBCHAT

southampton.gov.uk



@sotoncc



@southamptoncc

DX115710 SOUTHAMPTON 17

Annex 4. Appendix 5 – “You Said, We Did” – Full copy

Ref: <https://www.southampton.gov.uk/moderngov/documents/s69335/Appendix%20to%20Cabinet%20Report.pdf.pdf>

Addressing free text comments received from questions with a comment from the Integrated Transport team in response.

	You said	Council Response
1.	Trends in results – Age related, more support in younger demographic reducing to an older demographic on key questions	<p>The age profile of respondents to the survey reflects the age profile of Southampton City and Portswood Ward in 2023¹. Those responding to the aged 65+ was higher than the proportion of Portswood ward residents in same age bracket (26% of survey responses, although they make up 14.2% of the ward’s population). This indicates that the consultation was effective in engaging with a wide range of the population including the older demographic. Provision of a range of in-person consultation sessions - drop-in sessions on Portswood Broadway, attending resident association & community group meetings, and production of brochures – alongside material online enabled effective engagement with all age ranges.</p> <p>Future engagement on the project will need to focus on this range of activities along with making materials available for longer (i.e. in libraries) as opposed to solely available online / website material.</p> <p>It is proposed to introduce a co-design working group for the project to feed into the design process for Portswood Broadway and the Active Travel Zone. To ensure that all ages are considered and included participants will be sought from across the community – including seeking people to represent the views from elderly community.</p>
2.	Trends in results – Mobility related with less support for respondents identified as having a disability / uses a wheelchair / mobility scooter)	<p>As of the 2021 Census 17.7% of Southampton’s population, and 16.6% of Portswood ward, reported themselves as Disabled under the Equality Act. Respondents to the Portswood survey 14% identified as having a disability.</p> <p>Responses from people with a disability or use a wheelchair / mobility scooter have tended to have a lower positive / higher negative response to questions relating to attractiveness, visitor numbers, ease of access.</p> <p>An Access Strategy was prepared for the consultation material, and more work is required to refine the Strategy and seek input into the Strategy from people who represent the views from people who are disabled.</p> <p>It is proposed to introduce a co-design working group for the project to feed into the design process for Portswood Broadway and the Active Travel Zone. To ensure that all abilities are considered and included participants will be sought from across the community – including seeking people to represent the views of people with disabilities (hidden and/or visible).</p> <p>The Council’s Accessibility Forum will be engaged in progressing the scheme and provide a critical review function on scheme design.</p>

3.	Concerns & suggestions – increased traffic elsewhere / journey times / rat runs	<p>Information was provided on the predicted traffic flows for surrounding roads to Portswood Broadway. Depending on the different scenarios for the proposed Active Travel Zone (ATZ) information was provided on traffic flows on those roads.</p> <p>Some of the proposed measures in the ATZ will reduce the displaced Portswood Broadway traffic on those adjacent local roads and increase them on main roads such as A335 Thomas Lewis Way.</p> <p>It is proposed that the ATZ is designed with a community co-design process. Information will be provided to participants on different measures that could be introduced and what impact that they would have on traffic being displaced / journey times in the area. Participants will then be able to make an informed choice on the measures to be implemented.</p> <p>As part of the ATZ and Portswood Broadway scheme implementation the impacts would be monitored to understand the before and after situations. Measures within an ATZ can be trialled</p>
4.	Concern – Air quality / pollution / net zero – it may increase or shift elsewhere	<p>Information was provided on the Council’s ambition for the then Green City Charter - now updated / replaced with the Climate Change Strategy. The scheme supports Goal 4 – apply authority and use influences to support the city in becoming net zero and climate change ready by 2035.</p> <p>A priority for the plan is to deliver on the long-term Local Transport Plan including a Mass Transit System – of which the Portswood corridor is an essential element to achieving this. Modelling carried out as part of the Strategic Outline Business Case for submission to the Department for Transport has indicated that as a corridor Fair Oak – Eastleigh – Portswood / St Denys / Southampton, the range of packages and interventions in the TCF bid will result in up to nine minutes of journey time savings for buses, improvements in average speeds and increase reliability of bus. This in turn will lead to more people choosing to travel by bus over private car transport. With more people changing their transport modes to more sustainable and less polluting options, there will be a net benefit for air quality along the corridor and surrounding areas. Modelling done for the Strategic Outline Business Case indicates that as a whole package, TCF will result in 6,100 fewer vehicle trips a day by 2026 and an increase of 4,600 bus journeys made a day by 2026.</p> <p>Consideration will be given to other measures that reduce air pollution in the area, such as roll out of EV charging to help accelerate a switch to a cleaner vehicle fleet in conjunction with the Council’s upcoming bid to Government for Local Electric Vehicle Infrastructure (LEVI) funding for additional EV charging points. These can be located in local streets and destinations such as Portswood. Consideration for working with the bus operators on making the buses zero-emission as well.</p> <p>As part of the introduction of the scheme, monitoring of Air Quality will be carried out pre / post scheme in the area and can feed into elements of trial evaluation (see 7 for details).</p>

5.	Concern – Will have a negative impact on the community / local residents	<p>It is noted that the scheme has majority of respondents indicating a positive response on impacts such as attractiveness, safety and travel by bus / walking / cycling. However, some respondents were concerned about the impact from the scheme and the combination of the scheme for Portswood Broadway and Active Travel Zone. Other locations where schemes have been implemented in Southampton and wider in the Southeast have seen residents initially having a negative perception of scheme introduced changing their perception after experiencing the scheme.</p> <p>The consultation feedback has indicated that the scheme will have a negative effect on travelling by car to Portswood Broadway.</p> <p>Noting that there are some concerns about the scheme, it is recommended that the scheme proposal is altered and trialled:</p> <ul style="list-style-type: none"> • A reduction in the bus gate / motor vehicle restriction times to be 7am-10am and 4pm-7pm (Part time bus gate) to allow some access for loading and people who chose to drive but to ensure some form of bus priority in the AM / PM peak hours • A reduction in the size of the bus gate / motor vehicle restriction to be from Westridge Road to St Denys Road Spur
6.	Concern – around e-scooters and bikes (e.g. riding on pavements)	<p>The Council is addressing e-scooter issues/ nuisance riding in two ways:</p> <ul style="list-style-type: none"> • Providing dedicated space on the highway such as cycle lanes / reduced traffic flows so riders will feel safer / segregated from normal traffic and will not feel the need to ride on pavements. Use of the cycle lanes / reduced traffic flow roads will be quicker than along the pavement and will be a more attractive route for journeys; and • Extending the Voi e-scooter trial in alignment with Department for Transport guidance and providing a framework for e-scooter use which is more responsible / reportable / able to be monitored. The current e-scooter supplier Voi allows for reporting of nuisance / illegal riding to a portal and has a tiered punishment system which will eventually see riders suspended or unable to use an e-scooter. <p>It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – the working group will examine ways to deter pavement riding through the use of street furniture / trees (but noting that there will need to be a balance between deterring pavement riding and the need for some clutter free routes for people with mobility / visual impairment issues)</p>

<p>7. Suggestion – support a trial / conduct a trial</p>	<p>Respondents with a SO17 postcode favoured a trial of the proposed measures for Portswood Broadway.</p> <p>Noting that there are some concerns about the scheme, it is recommended that the scheme proposal is altered and trialled for 6 months:</p> <ul style="list-style-type: none"> • Alteration to the extent of the bus gate/motor vehicle restriction to be from Westridge Road to St Denys Road Spur • A reduction in the bus gate / motor vehicle restriction times to be 7am-10am and 4pm-7pm (Part time bus gate) to allow some access for loading and people who chose to drive but to ensure some form of bus priority in the AM / PM peak hours <p>A trial of the bus gate on Portswood Broadway would allow the ATZ measures to be installed and adjusted if assumptions made such as traffic displacement were not correct, or there were unintended consequences such as displacement to another road.</p> <p>Information was provided during the consultation on a potential phasing of any trial, with the ATZ measures installed / trialled ahead of ongoing community co-design of the measures for Portswood Broadway, which would allow time to address the issues raised in this consultation.</p> <p>The Council has the use of trial powers through Experimental Traffic Regulation Orders (ETRO) – this would allow installation of measures such as motor vehicle restrictions and have the ability to make changes to the restriction before they are made permanent. Consultation is carried out throughout the ETRO period allowing continuous feedback.</p> <p>The measures of a trial will include pre / post traffic flows on roads, the use of air quality monitors, resident / retail / visitor feedback. Measures will also be taken in relation to business activity – footfall counters, engagement with businesses on spend / profit, and spend profiles of visitors to the area.</p> <p>It is proposed to undertake a six-month trial of any measures introduced on the Broadway area that restrict motor vehicle access.</p>
<p>8. Concern – proposal not helping economy and decreasing footfall</p>	<p>Opinion was split on the question relating the information provided about the impact on the economy, and what impact the scheme would have. The results by profile (age, people with a disability, mode of transport) mirror the responses on other questions.</p> <p>The results indicate that further work is required to examine the impacts of the scheme beyond an independent Economic Impact Assessment, and the use of a trial implementation would allow additional information to be gathered to determine the impact on the economy. This information would be used as part of the assessment on the outcome of the trial.</p>

		As part of the scheme, a strategy will be created to increasing economic activity in the area. Businesses have been engaged since the consultation and meetings have been held to establish a Business Engagement Forum – information will be provided to this forum on how business can take advantage of schemes such as Portswood Broadway to increase economic activity.
9.	Concern – removal of street parking for those with disabilities	An Access Strategy was prepared for the consultation material, and more work is required to refine the Strategy and seek input from people who represent the views from people who are disabled. It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – including seeking people to represent the views from people with disabilities. The Council’s Accessibility Forum will be engaged in progressing the scheme and provide a critical review function on scheme design.
10.	Concern – accessing Portswood and having to drive further for those with disabilities	The scheme is proposing to reduce traffic volumes on Portswood Broadway via the use of a motor vehicle restriction along the Broadway. A review of the consultation results has led to a recommendation for a reduction in the motor vehicle restriction in terms of position and time of operation. It is proposed to proceed to trial a restriction between Westridge Road and the St Denys Road spur road 7am-10am and 4pm-7pm. This will allow some access through the Broadway for people who chose to drive but provide bus priority in the peak hours. The times would be part of the trial to determine if the hours of operation are suitable or requiring reviewing.
11.	Concern – Lack of Police presence / handling of reported crimes	Hampshire Police has recently received additional funding under the Government’s Safer Streets Fund to address neighbourhood crime, violence against women and girls, and anti-social behaviour. The project will provide additional CCTVs on Portswood Broadway. The Council continue to work with Police in the area to address anti-social behaviour.
12.	Concern – Proposal causing an increase in crime and antisocial behaviour	Businesses have been engaged since the consultation and meetings have been held to establish a Business Engagement Forum – which has included attendance from the Police who have inputted into concepts for the area to reduce crime. It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – including having representatives from the Police to advise on aspects such as designing out crime in public spaces. Hampshire Police has recently received additional funding under the Government’s Safer Streets Fund to address neighbourhood crime, violence against women and girls, and anti-social behaviour. The project will provide additional CCTVs on Portswood Broadway.

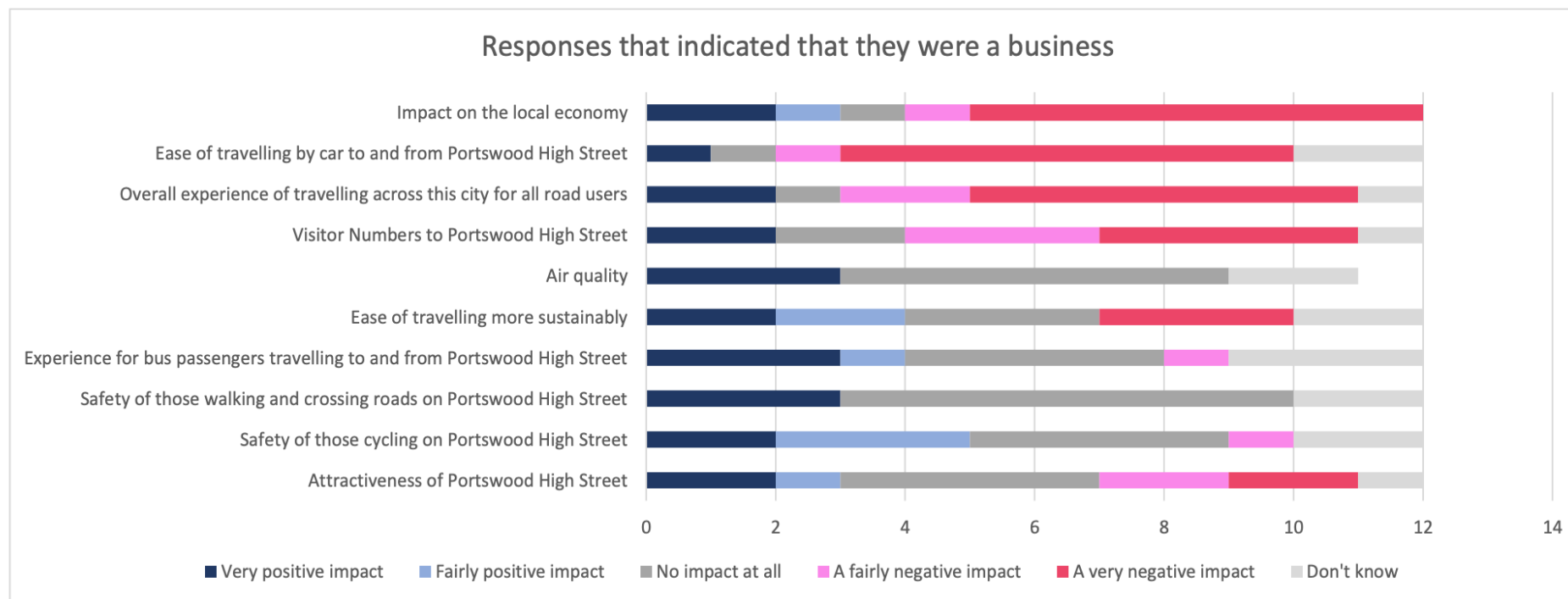
13.	Concern – Increased seating negatively impacting feeling of safety	<p>The proposal for Portswood Broadway is to introduce additional seating to provide opportunities to stop and rest – especially for elderly and people with disabilities who may not be able to travel for longer distances. The benefits for these groups would outweigh any potential use for anti-social behaviour.</p> <p>The design of seating spaces and the furniture used will take into consideration their potential use for anti-social behaviour and will be part of the community co-design for the space.</p>
14.	Concern – disagreement with a proposed Active Travel Zone – keep as is	<p>Although the majority of respondents favoured some form of an Active Travel Zone, free text comments received showed some respondents were against an Active Travel Zone / keeping the area as it is.</p> <p>During community drop-in sessions, the objection to an Active Travel Zone focused more as an objection to the Portswood Broadway scheme - in that a resident was opposed to the Broadway scheme they were more likely to be opposed to an Active Travel Zone.</p> <p>With the introduction of a motor vehicle restriction on Portswood Broadway being recommended (via a trial), there will be some traffic displacement in the area. The introduction of an Active Travel Zone is designed to mitigate the impact.</p> <p>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 decide on measures that still allow existing access arrangements in the area to be retained.</p>
15.	Suggestions for inclusion of options for Active Travel Zone	<p>It is proposed that the Active Travel Zone is designed with a community co-design process. Information will be provided to participants on different measures that could be introduced and what impact that they would have on traffic being displaced / journey times in the area. Participants will then be able to make an informed choice on the measures to be implemented.</p>

Ref: <https://www.southampton.gov.uk/moderngov/documents/s69335/Appendix%20to%20Cabinet%20Report.pdf.pdf>

Annex 5. Business Responses PB Consultation Phase 2

Appendix 6 – Responses that identified as a business

Results for the 12 businesses: (results are number of responses, not percentages)



Addressing free text comments received from questions with a comment from the Integrated Transport team in response