

Public Document Pack

Overview and Scrutiny Management Committee

Thursday, 1st February, 2024
at 5.00 pm

PLEASE NOTE TIME OF MEETING

Council Chamber, Civic Centre,
Southampton

This meeting is open to the public

Members

Councillor Blackman (Chair)
Councillor Moulton (Vice-Chair)
Councillor Evely
Councillor Y Frampton
Councillor Galton
Councillor Greenhalgh
Councillor Lambert
Councillor Dr Paffey
Councillor Quadir

Appointed Members

Catherine Hobbs, Roman Catholic Church
Rob Sanders, Church of England
Vacant, Primary Parent Governor

Contacts

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Democratic Support Officer
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Scrutiny Manager
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PUBLIC INFORMATION

Overview and Scrutiny Management Committee

The Overview and Scrutiny Management Committee holds the Executive to account, exercises the call-in process, and sets and monitors standards for scrutiny. It formulates a programme of scrutiny inquiries and appoints Scrutiny Panels to undertake them. Members of the Executive cannot serve on this Committee.

Role of Overview and Scrutiny

Overview and Scrutiny includes the following three functions:

- Holding the Executive to account by questioning and evaluating the Executive's actions, both before and after decisions taken.
- Developing and reviewing Council policies, including the Policy Framework and Budget Strategy.
- Making reports and recommendations on any aspect of Council business and other matters that affect the City and its citizens.

Overview and Scrutiny can ask the Executive to reconsider a decision, but they do not have the power to change the decision themselves.

Southampton: Corporate Plan 2022-2030 sets out the four key outcomes:

- **Strong Foundations for Life**.- For people to access and maximise opportunities to truly thrive, Southampton will focus on ensuring residents of all ages and backgrounds have strong foundations for life.
- **A proud and resilient city** - Southampton's greatest assets are our people. Enriched lives lead to thriving communities, which in turn create places where people want to live, work and study.
- **A prosperous city** - Southampton will focus on growing our local economy and bringing investment into our city.
- **A successful, sustainable organisation** - The successful delivery of the outcomes in this plan will be rooted in the culture of our organisation and becoming an effective and efficient council.

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

Access is available for disabled people.

Please contact the Democratic Support Officer who will help to make any necessary arrangements.

Fire Procedure: -

In the event of a fire or other emergency a continuous alarm will sound, and you will be advised by Council officers what action to take.

Mobile Telephones: - Please switch your mobile telephones to silent whilst in the meeting

Use of Social Media: - The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting. By entering the meeting room, you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public. Any person or organisation filming, recording, or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so. Details of the Council's Guidance on the recording of meetings is available on the Council's website.

Smoking Policy: - The Council operates a no-smoking policy in all civic buildings.

Dates of Meetings for the Municipal Year:

2023	2024
10 August	11 January
14 September	01 February
12 October	07 March
9 November	11 April
14 December	

CONDUCT OF MEETING

TERMS OF REFERENCE

The general role and terms of reference for the Overview and Scrutiny Management Committee, together with those for all Scrutiny Panels, are set out in Part 2 (Article 6) of the Council’s Constitution, and their particular roles are set out in Part 4 (Overview and Scrutiny Procedure Rules – paragraph 5) of the Constitution.

RULES OF PROCEDURE

The meeting is governed by the Council Procedure Rules and the Overview and Scrutiny Procedure Rules as set out in Part 4 of the Constitution.

BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 4.

DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members’ Code of Conduct, **both** the existence **and** nature of any “Disclosable Pecuniary Interest” or “Other Interest” they may have in relation to matters for consideration on this Agenda.

DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

- (i) Any employment, office, trade, profession or vocation carried on for profit or gain.
- (ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

- (iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

- (iv) Any beneficial interest in land which is within the area of Southampton.
- (v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.
- (vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.
- (vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:
- a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
 - b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

Other Interests

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

- Any public authority or body exercising functions of a public nature
- Any body directed to charitable purposes
- Any body whose principal purpose includes the influence of public opinion or policy

Principles of Decision Making

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

2 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Democratic Support Officer.

3 DECLARATIONS OF SCRUTINY INTEREST

Members are invited to declare any prior participation in any decision taken by a Committee, Sub-Committee, or Panel of the Council on the agenda and being scrutinised at this meeting.

4 DECLARATION OF PARTY POLITICAL WHIP

Members are invited to declare the application of any party political whip on any matter on the agenda and being scrutinised at this meeting.

5 STATEMENT FROM THE CHAIR

6 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)

(Pages 1 - 2)

To approve and sign as a correct record the Minutes of the meetings held on 11th January, 2024 and to deal with any matters arising, attached.

7 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL PAPERS INCLUDED IN THE FOLLOWING ITEM

To move that in accordance with the Council's Constitution, specifically the Access to Information Procedure Rules contained within the Constitution, the press and public be excluded from the meeting in respect of any consideration of the confidential appendices 4 and 5 to the following Item.

Appendices 4 and 5 contains information deemed to be exempt from general publication based on Category 3 (information relating to the financial or business affairs of any particular person (including the Authority holding that information) of paragraph 10.4 of the Council's Access to Information Procedure Rules. In applying the public interest test this information has been deemed exempt from publication due

to confidential sensitivity. It is not considered to be in the public interest to disclose this information as it would reveal information which would put the council at a commercial disadvantage.

8 FORWARD PLAN - FUTURE DELIVERY OF TOWNHILL PARK PLOTS 2, 9 AND 10
(Pages 3 - 30)

Report of the Scrutiny Manager enabling the Overview and Scrutiny Management Committee to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive.

9 CALL-IN OF EXECUTIVE DECISION CAB 23/24 43623 - PORTSWOOD BROADWAY NEXT STEPS (Pages 31 - 158)

Report of the Scrutiny Manager, detailing the Call-In of Executive Decision CAB 23/24 43623 - Portswood Broadway Next Steps

10 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE
(Pages 159 - 162)

Report of the Scrutiny Manager enabling the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.

Wednesday, 24 January 2024

Director – Legal and Governance

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 11 JANUARY 2024

Present: Councillors Blackman (Chair), Moulton (except items 46 (part) and 47) (Vice-Chair), Every, Y Frampton, Galton, Lambert, Dr Paffey, M Bunday and Shields
Appointed Member: Rob Sanders

Apologies: Councillors Greenhalgh and Quadir

44. **APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

It was noted that following receipt of the temporary resignation of Councillors Greenhalgh and Quadir from the Committee, the Monitoring Officer, acting under delegated powers, had appointed Councillors M Bunday and Shields to replace them for the purposes of this meeting.

45. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

RESOLVED that the minutes for the Committee meeting held on 14th December, 2023 be approved and signed as a correct record.

46. **SAFE CITY PARTNERSHIP ANNUAL REVIEW**

The Committee considered the report of the Chair of the Safe City Partnership providing the Committee with an update for 2022/23 on community safety in Southampton and the Safe City Partnership.

Robert Henderson – Chair of the Safe City Partnership
Supt. Phil Lamb – District Commander, Hampshire Constabulary
Chief Inspector Chris Douglas – Hampshire Constabulary
Councillor Renyard – Cabinet Member for Safer City
Claire Edgar – Executive Director Wellbeing and Housing
Chris Brown – Head of Service, Stronger Communities

RESOLVED that the Committee recommended that to address the issues that lead to the levels of crime experienced in Southampton, decision makers ensure that the focus on prevention remains central to the approach adopted by the Council, and Safe City Partnership, irrespective of the financial pressures on public services.

47. **MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE**

The Committee noted the report and tabled at the meeting, modified Appendix 1, of the Scrutiny Manager which enabled the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.

Agenda Item 8

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	FORWARD PLAN		
DATE OF DECISION:	1 FEBRUARY 2024		
REPORT OF:	SCRUTINY MANAGER		
<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director – Corporate Services	
	Name:	Mel Creighton	Tel: 023 8083 3528
	E-mail	Mel.creighton@southampton.gov.uk	
Author:	Title	Scrutiny Manager	
	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail	Mark.pirnie@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
Annex 2 and 3 to Appendix 1 contain information deemed to be exempt from general publication based on Category 3 (information relating to the financial or business affairs of any particular person (including the Authority holding that information) of paragraph 10.4 of the Council’s Access to Information Procedure Rules. In applying the public interest test this information has been deemed exempt from publication due to confidential sensitivity. It is not considered to be in the public interest to disclose this information as it would reveal information which would put the council at a commercial disadvantage.			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee (OSMC) to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive to ensure that forthcoming decisions made by the Executive benefit local residents.			
RECOMMENDATIONS:			
	(i)	That the Committee discuss the items listed in paragraph 3 of the report to highlight any matters which Members feel should be taken into account by the Executive when reaching a decision.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To enable Members to identify any matters which they feel Cabinet should take into account when reaching a decision.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	The Council’s Forward Plan for Executive Decisions from 6 February 2024 has been published. The following issues were identified for discussion with the Decision Maker:		

	Portfolio	Decision	Requested By
	Leader	Future Delivery of Townhill Park Plots 2, 9 & 10.	Cllr Blackman
4.	Briefing papers responding to the items identified by members of the Committee are appended to this report. Members are invited to use the papers to explore the issues with the decision maker.		
RESOURCE IMPLICATIONS			
<u>Capital/Revenue</u>			
5.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
<u>Property/Other</u>			
6.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
LEGAL IMPLICATIONS			
<u>Statutory power to undertake proposals in the report:</u>			
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.		
<u>Other Legal Implications:</u>			
8.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
RISK MANAGEMENT IMPLICATIONS			
9.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
POLICY FRAMEWORK IMPLICATIONS			
10.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
KEY DECISION		No	
WARDS/COMMUNITIES AFFECTED:		None directly as a result of this report	
<u>SUPPORTING DOCUMENTATION</u>			
Appendices			
1.	Briefing Paper - Future Delivery of Townhill Park Plots 2, 9 & 10.		
Documents In Members' Rooms			
1.	None		
Equality Impact Assessment			
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out?			Identified in Executive report

Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?		Identified in Executive report
Other Background Documents Equality Impact Assessment and Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.	None	

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BRIEFING PAPER

SUBJECT: FUTURE DELIVERY OF TOWNHILL PARK PLOTS 2, 9 AND 10
DATE: 1ST FEBRUARY 2024
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

STATEMENT OF CONFIDENTIALITY

Annex 2 and 3 contain information deemed to be exempt from general publication based on Category 3 (information relating to the financial or business affairs of any particular person (including the Authority holding that information) of paragraph 10.4 of the Council's Access to Information Procedure Rules. In applying the public interest test this information has been deemed exempt from publication due to confidential sensitivity. It is not considered to be in the public interest to disclose this information as it would reveal information which would put the council at a commercial disadvantage.

SUMMARY:

1. Following a procurement exercise the council contracted with Drew Smith (DS) to produce the planning application and consent for the development of housing on Townhill Park Plot 2 and Plots 9 & 10. Their successor Countryside Partnerships has formally notified the council that they no longer wish to fulfil their contractual obligations under the Pre-Construction Services Agreement. This has resulted in a need to revisit the delivery options available to ensure the delivery of a successful regeneration scheme. The paper sets out the options considered and makes recommendations for continued delivery of Townhill Park Regeneration.

BACKGROUND and BRIEFING DETAILS:

2. The proposals are as follows:
 - a) The council implements the contractual procedure to bring the Pre-Construction Services Agreement (PCSA) contract with Drew Smith (DS) to an end for the delivery of Plots 2, 9 & 10. (See Annex 1 for locations)
 - b) The council ceases delivery itself, of the design and build contracts for Townhill Park Plots 2 and 9.
 - c) Townhill Park Plots 2 and 9 are transferred to the council's Affordable Homes Framework (AHF) to be offered to the framework Delivery Partners by way of the mini tender process as part of the first tranche of sites approved by Cabinet in December 2022.

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- d) The council design team is approved to carry out further design work to RIBA Stage 2 and due diligence work including associated cost to include financial viability, covered by existing approved budget, to enable identification of the quickest and most cost-effective delivery of Townhill Park Plot 10 and that a recommendation is made to a future Cabinet.
 - e) That Cabinet notes that this report has implications for the council's ability to spend its Right to Buy Receipts in the allocated timeframe. Failure to spend in the timeframe means the money needs to be paid to Central Government with interest. There is therefore a need to identify alternative options to spend the Right to Buy receipts.
 - f) That Council approves the funding earmarked in the Housing Revenue Account (HRA) for the delivery of Plots 2 and 9, is reallocated within the (HRA) capital programme to improve existing council homes.
3. The option recommended in this report is to transfer plots 2 and 9 to the AHF for tender to the delivery partners as part of the first tranche of sites. This option would allow the council to reallocate the funding earmarked for plots 2 and 9 in the HRA for the improvement of existing council homes. It would also reduce the financial and development risk to the council, as the larger plots would be transferred to the AHF.
- Plot 10 is the smallest of the sites with 20x3 bed houses proposed and will be subject for further design and due diligence to establish the quickest and most economic method of delivery.
- 4. Countryside Partnerships recently advised the council that due to a change in company priorities it no longer wishes to complete the Pre-Construction Services Agreement (PCSA) for the design/planning of Plot 2, 9 and 10 at Townhill Park. This report recommends that the council proceeds to take the action necessary to bring this contract to an end.
 - 5. Information was provided by DS in late 2023 which advised that the estimated cost of delivering Plots 2, 9 & 10 had increased, and analysis of the cost information indicates the increase would be significant. Further information is contained in Confidential Annex 3 paras 1 to 4. The council would either need to identify additional funding from the HRA or additional grant subsidy. The increase in costs increases the gap on the financial viability of these plots and even if Homes England (HE) Affordable Homes grant was secured it would not be possible to develop these sites in the timescales required under this funding round which is March 2026.
 - 6. Concurrently, the HRA budget is under review. The budget is under pressure from competing needs and choices will have to be made about what can be delivered. There is a need for further investment in the Council housing to improve the quality of homes and therefore funding previously allocated for the direct delivery of Plots 2 and 9 can be invested in improving existing council housing.
 - 7. Taking into account all these reasons set out in para 4, 5 and 6 it is recommended that the contract with DS is brought to an end and that Plots 2 and 9 are transferred the AHF. The first expression of interest for the AHF was issued in December 2023 for two plots at

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Townhill Park (Plots 5 and 6 – see Annex 1 for location). Should approval be granted to transfer Plots 2 and 9 to the AHF the intention is to prioritise work to issue their mini tender to follow the 1st mini tender for Townhill Park Plot 5 and 6. If approved the aim is to issue the mini tender for Plot 2 and 9 in the summer of 2024 with the Delivery Partners appointed by the end of 2024.

8. There are outline designs and updated surveys and studies for the 3 sites (Plots 2, 9 and 10) as undertaken by DS. Pre-planning advice has been sought and a public engagement exercise was carried out on the design proposals in December 2022. Housing Management were involved in the suggested property numbers and mix included in the proposals for each site. This body of information provides a good basis for the mini tender brief to the AHF Delivery Partners. However, these are indicative designs and densities, and it is anticipated that the Delivery Partners will develop their own proposals based on viability and their own design requirements.
9. Valuations have been completed for each site by an independent RICS surveyor.
10. The Cabinet paper in December 2022 set out the council requirements for the AHF mini tenders. It is proposed that the tender criteria for each plot will look at:
 - Best use of the land – property types, number of homes delivered, tenure mix.
 - Best consideration against predetermined valuations.
 - Deliverability – community engagement, build timescales.
 - Affordability – social rent, affordable rent, sales valuations for shared-ownership.
 - Design – extent that the designs adhere to the City Council Design Manual.
11. The December 2022 Cabinet paper also included the proposal that there will be a requirement that 5% of the Affordable housing delivered on land provided by the council will be fully wheelchair accessible as part of the terms for AHPs on the framework.
12. In addition, the final detailed requirements for each site will be concluded using the delegations in the recommendation (ii) of the December 2022 Cabinet report:

“To delegate any further decisions relating to the terms for transfer or implementation of the recommendations of this report to the Executive Director of Place following consultation with:

 - *Cabinet Member for Housing ...*
 - *Executive Director for Corporate Services*
 - *Executive Director for Wellbeing and Housing*
 - *Director Human Resources and Governance*

including the tenure mix for each site and any specific housing requirements.”

Note that housing development and regeneration now sits in the Leader’s portfolio.
13. The direct delivery of Plots 2, 9 and 10 currently have between them £9.536m of Right to Buy Receipts (RTB) allocated. The council will need to address reallocation of the RTB receipts in the timeframe and to the amount required. By not doing so, RTB receipts will

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require to be paid to Central Government with interest. The key options for the for use of Right to Buy receipts are to:

- invest in the acquisition of housing.
- development of new housing.
- pass to other providers to utilise towards the provision of Affordable housing. This is detailed in the Confidential Annex 3 Finance paras 5 to 9.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Capital/Revenue

14. The current budget for plots 2 9 and 10, and the proposed budget amendment under recommendation (ii), is summarised in the table below:

	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Current regeneration Budget	1,250	27,127	31,033	872	0	0	60,282
Funded by:							
Right to Buy	- 450	- 4,543	- 4,543				- 9,536
Anticipated Shared ownership capital receipts				- 6,695			-6695
HRA Borrowing	- 800	- 22,584	- 26,490				- 49,874
Repayment of HRA borrowing				5,823			5,823
Proposed Budget							
Proposed regeneration budget (including design work)	325	3,595	3,457				7,377
Reapportionment of funding to capital programme	0	5,000	5,000	5,000	5,000	5,000	20,000
Funded by:							
Right to Buy	0	-225	-225				-450
Borrowing	-500	- 8,370	- 8,232	- 5,000	- 5,000	- 5,000	- 32,102
Unallocated balance on RTB	- 450	- 4,318	- 4,318				- 9,086

Existing fee expenditure on Plots 2, 9 & 10 is set out in Confidential Annex 2. In addition to the costs incurred to date, allowance is also estimated for works invoiced but not yet certified by the EA. It is estimated that there will be a remaining budget, but the figure will not be finalised until the termination agreement is concluded. The termination agreement will include that the council will receive and be able to use all the surveys and drawings and reports that have been generated to date. These can then be used in the brief for the mini tender and also given to the Delivery Partner selected to deliver the sites.

15. Plots 2, 9 and 10 were originally part of the 1000 Homes Programme approved by Cabinet and Council, and subsequently added to the HRA Capital programme in July 2020. In 2022 there was a change of policy, and the 1000 Homes Programme was brought to a close. However, as the tenders had already progressed with the delivery of Plots 2, 9 and 10 it was approved that these would continue and the budget of £60m was retained. These sites are proposed predominantly for flats, and it was always acknowledged that these would be expensive sites to deliver and would require grant funding. Financial modelling was carried out in 2022, which identified a significant viability gap, as a result of factors such as significantly increased inflation and borrowing costs. Positive discussions were held during 2023 with Homes England (HE) around the possibility of Affordable

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Homes Programme (2021 to 2026) grant assistance to improve viability. Whilst HE cannot formally respond on grant requests until they receive a formal submission (and those are not usually made until planning consent is positive), there were plans to submit a bid. Since then, following the further significant increase in costs reported by DS in October 2023 the council has not had further discussions with HE. This is because the project could not be delivered in the time to spend the HE grant in the timeframe required (March 2026), and the resulting pressure any loss of grant puts on competing financial commitments in the HRA. The council's New Homes Board has been kept apprised of the project and financial details.

16. The 40-year HRA business plan currently assumes that direct delivery continues on all 3 sites, with a consequent adverse impact on the 40-year business plan. Financial viability is outlined in the confidential Annex 3. The annex outlines that the expected rents receivable from the new properties would not cover the combined running costs and borrowing costs associated with the anticipated build costs over the life of the plan without grant funding.
17. The scheme modelling also assumes the use of Right to Buy (RTB) receipts and s106 affordable housing contributions to help fund the scheme. RTB funding can be used to fund up to 40% of additional units on a new development or acquisition. If RTB receipts are not spent within 5 years of being received, then they needed to be paid to government with interest.
18. The application of retained RTB 141 receipts is outlined in government guidance, which states that "additional retained Right to Buy (RTB) receipts are used to replace, on a one-for-one basis, those additional homes sold under the reinvigorated Right to Buy scheme". As a result, on a development such as at Townhill Park, only additional units over and above the existing number of units would attract RTB funding.
19. Based on the Council delivering Plot 2, 9 and 10 and the forecast costs there is currently £9.5m RTB allocated to these plots. Consideration therefore needs to be given to how this funding can still be utilised to avoid it being returned to government.
20. Discussions with Homes England (HE) have been taking place to explore securing grant funding for the sites in order to reduce or eliminate the viability gap. Currently no assumption has been made for the use of HE grant in the HRA business plan.
21. There is currently also £1.4M affordable housing s106 contribution allocated to the scheme, and similarly, an alternative use of these contributions would need to be identified. There is a risk of repayment for unspent s106 receipts If plot 10 is developed as originally planned, s106 affordable housing receipts can be utilised towards funding the project, along with approximately £0.5m RTB receipts.
22. If the decision is made to transfer Plots 2 and 9 into the AHF, there would be an opportunity to review the budget allocated to the build costs in the HRA capital programme, in the context of the investment requirement for the existing housing stock. Although there is currently approx. £60m allocated to the build cost, some of that cost is offset by funding including the RTB receipts above, by capital receipts from shared ownership sales, and by future rental income associated with the new properties. However, the likely capacity to invest elsewhere would still be significant at circa £25M

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over five years. Proposals to reinvest funding in the wider capital programme will be addressed in the HRA budget report to Cabinet on 21st February.

23. Following a decision to transfer the sites to a registered provider, the balance sheet value of the sites (currently recorded on the HRA balance sheet as work in progress), will be reclassified as assets held for disposal. There will be potential capital receipts received with the transfer of Plots 2 and 9. It is anticipated that any costs incurred including land registry information, specific legal and procurement costs, site valuations and any ancillary amounts will be recovered from the capital receipt for any land transferred, and any remaining receipt invested back into the HRA capital programme. The extent of capital receipt is not yet known however valuations have been completed.
24. There will be no ongoing capital or revenue funding required for the new homes at Plots 2 and 9 after the plots have transferred, as these will be owned by the AHP who will be responsible for the future management and maintenance of new properties. The AHP will also receive the rental income receivable from the new homes once occupied.

Property/Other

25. Plots 2, 9 and 10 are owned by the Council and are part of the HRA property portfolio. The recommendation of this report is to sell Plot 2 and 9 freehold to the Development Partners as part of the Affordable Homes Framework.
26. Procurement advice is that it is possible to add sites to the Affordable Homes Framework. The first list of properties was approved at Cabinet in December 2022 and further approvals beyond Plot 2 and 9 will be needed via delegated decision, Cabinet or Council depending on the value of the asset.
27. The procurement of the AHF and a contractor if this proceeds for Plot 10 will be compliant with the Public Contract Regulations 2015.

Legal Implications

28. The recommendations of this report require the PCSA to be terminated. This will be managed by the Councils Employers Agent and advice is also being provided by the council's legal officers.
29. The Council can dispose of land providing it is compliant with Local Government Act 1972 s.123 in achieving best consideration. As the intended use for the land is the provision of social/affordable housing the capital receipt offered may be lower than the valuation for open market sale.
30. Where best consideration is less than £2,000,000 below the market valuation then authorisation for transfer can be granted by the Council providing the transfer contributes to the promotion/improvement of economic well-being, promotion/improvement of social well-being or the promotion/improvement of environmental well-being.

BRIEFING PAPER

31. Where best consideration is greater than £2,000,000 below market valuation then a request to the Secretary of State for authorisation must be obtained. As no site currently has an expected valuation exceeding £2,000,000 this is unlikely to be implemented.
32. Land or property assigned to the HRA must be transferred in accordance with the above legislation, and any capital receipts retained within the HRA.
33. The Council will still have its obligations under the Allocation of Housing and Homelessness (Eligibility) (England) Regulations 2006 through either providing homes owned by the Council or by nomination for a housing association tenancy.
34. Disposals of Housing Revenue Account (HRA) property out of the Council's ownership, whether on a freehold or a leasehold basis, require consent under Section 32 of the Housing Act 1985 (the 1985 Act). The current General Consents are 'The General Housing Consents 2013. Where the land is vacant it is covered by the general consent and therefore specific permission is not required for this disposal.
35. The General Consent allows a local authority to dispose of HRA land at market value. Disposals of the freehold of tenanted properties to private landlords are not covered by the Consent; nor are disposals to a body owned or partly owned by the local authority.
36. A dwelling-house which was social housing disposed of pursuant to this consent to a registered provider of social housing must remain as social housing for the period it is owned by the registered provider of social housing until it ceases to be social housing under the provisions of sections 72 to 76 of the Housing and Regeneration Act 2008.
37. RTB receipts must be applied in accordance with relevant legislation and guidance and particularly the Local Authorities (Capital Finance and Accounting) (England) Regulations 2003 (as amended) and the terms of any retention agreement reached under section 11(6) of the Local Government Act 2003 modifying the applicability of the regulations.
38. The council has a duty under the Local Government Act 1999 to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness-the best value duty.
39. Under Section 3 of the Local Government Act 1972 the Council has the power to do anything incidental to the exercising of any of its functions. The general power of competence under section 1 of the Localism Act 2011 gives local authorities a broad range of powers "to do anything that individuals generally may do" subject to limits within other legislation and there are no adverse limits on the proposed scheme under the current legislation.
40. Should the recommendations of this report be approved all legal requirements will be complied with.

OPTIONS and TIMESCALES:

41. A number of options were considered and rejected:

BRIEFING PAPER

- a) Option 1: Do Nothing. Plots 2 and 10 are vacant and available for redevelopment and Plot 9 is currently due for demolition commencing in the Spring of 2024. Leaving these plots vacant is not a realistic option as the council has made a longstanding commitment to the regeneration of Townhill Park and the provision of new homes on these sites.
- b) Option 2: Council tender and employ a Design and Build Contractor to Deliver Homes on Plot 2, 9 and 10. The council has considered continuing to directly delivering Plots 2, 9 & 10 through the procurement of a new Design and Build contractor. This has been rejected principally because of the increase in cost of the schemes and also the time and resource needed to reprocure a contractor. In addition, the delivery of Plots 2 and 9 would be particularly reliant on a Homes England grant. Under the current funding round these grants need to be spent by March 2026 which would not be feasible. Currently, there are no details of the next grant programme.
- c) Option 3: Plots 2, 9 and 10 are transferred to the AHF. Plots 2, 9 and 10 are approved for immediate transfer to the AHF to be issued in a mini tender process as part of the first tranche of sites for delivery by the delivery partners. It is believed that new homes on Plot 10 can be more quickly delivered by the council, whereas Plot 2 and 9 which are much larger schemes would be better suited to delivery through the AHF.
- d) Option 4: Sale of Plot 2, 9 and 10. The council could consider selling the sites on the open market. However, this would not necessarily deliver the agenda of delivering affordable homes on these sites. It is a council priority to deliver affordable housing in the city to meet the city's housing need and the AHF has been set up to deliver this.

42. The recommended option is to transfer Plots 2 and 9 to the AHF. Progress the council designing of Plot 10 and procuring a contractor using a traditional contract to build Plot 10. This is dependent on the due diligence exercise being positive and will be the subject of a separate decision. Further details are described in para 3.

43. If approved Plots 2 and 9 will be transferred to the AHF and will become part of the first tranche of approved sites and will be released in a mini tender in the summer of 2024 with the Delivery Partners appointed by the end of 2024.

RISK MANAGEMENT IMPLICATIONS

44. The transfer of Plots 2 and 9 to the Affordable Homes Framework will reduce the councils financial and development risks as these risks are passed to the Development Partners within the AHF. There are risks associated with the delivery of the AHF and there is a risk register for the programme and for each individual site. The top overarching risks for the AHF are listed below:

- Scheme viability issues.
- Partners capacity and access to funding.
- Partners appetite for delivering flatted schemes.
- Risk of needing to repay RTB receipts with interest and s106 monies if the council is unable to reallocate.

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45. In the event that these plots are not of interest to our Delivery Partners, in such instances consideration will be given to promoting these to the wider market including specialist providers outside of the framework or private developers.
46. There will be development risks for the council if the decision is made to deliver Plot 10 in house and procure a build contractor. These will be principally around cost and deliverability and will be included in detail in the future report on Plot 10.

Appendices/Supporting Information:

Annex 1 - Location of Plots at Townhill Park

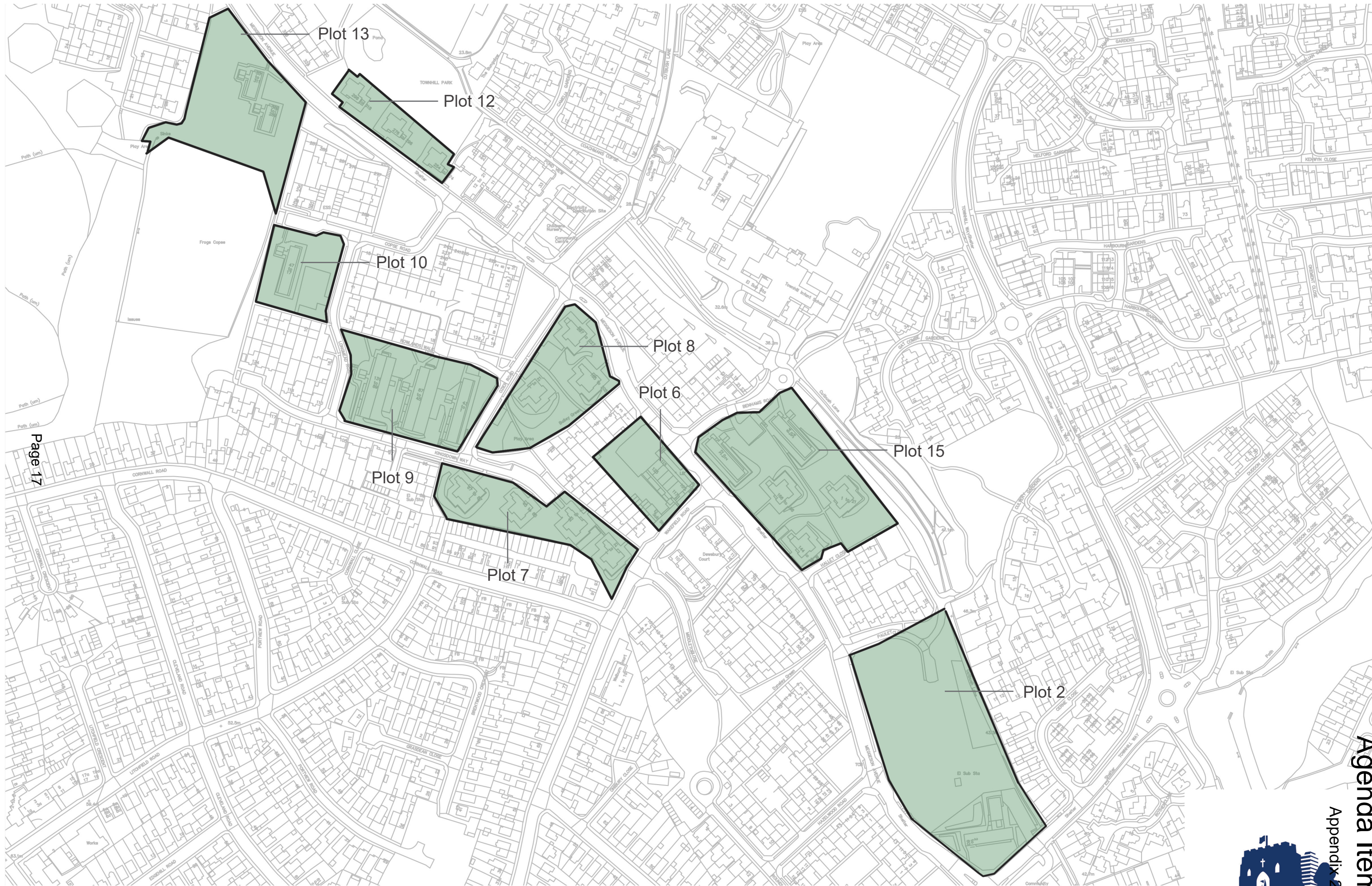
Annex 2 - Confidential: PCSA expenditure on Plots 2, 9 & 10

Annex 3 - Confidential: Financial Information

Annex 4 - Equality and Safety Impact Assessment

Further Information Available From:	Name:	Sue Jones - Interim Service Manager Estate Regeneration
	Tel:	023 8083 3929
	E-mail:	Sue.jones@southampton.gov.uk

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Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

Name or Brief Description of Proposal	Future Delivery of Townhill Park Plots 2, 9 and 10
Brief Service Profile (including number of customers)	
<p>Following a procurement exercise the council contracted with Drew Smith (DS) to produce the planning application and consent for the development of housing on Townhill Park Plot 2 and Plots 9 & 10. The second part of the Design and Build contracts were separate build contracts. However, their successor Countryside Partnerships has recently, formally notified the council that they no longer wish to fulfil their contractual obligations under the Pre-Construction Services Agreement.</p> <p>The council has therefore reviewed the options available and now recommend that Plots 2 and 9 should transfer into the Affordable Homes Framework (AHF), which has now been awarded. (Plot 10 will be subject to additional due diligence work to determine its delivery method and will be subject of a separate decision).</p> <p>The need for affordable housing in the city is great and current estimates suggest that overall housing need throughout the city by 2040 will require the addition of 26,391 homes of all tenure types (including private sale), with a current homes achievable figure of 15,479 (based on current land availability). This will lead to a shortfall of 10,912 homes on the existing supply provision.</p> <p>Southampton City Council has set a target to increase the supply of affordable housing by 8,000 homes by 2040.</p> <p>As at October 2022 there were a total of 7508 households on the housing</p>	

register.

Currently there is limited mechanism to deliver new affordable housing, other than through S.106 requirements for new build private developments. However, in the last 10 years there have only been 663 affordable homes delivered through s.106 requirements. In the year 2021/22 there have been 153 additional affordable homes developed in the city, comprising 148 rented homes, and 5 shared-ownership.

This report seeks approval to bring the DS contract to an end, and to transfer Plots 2 and 9 to the AHF to be delivered as part of the 1st tranche of approved sites. These sites will enable our Delivery Partners to contribute towards Affordable Housing target using Council land.

Summary of Impact and Issues

With the council's contractor withdrawing from the contract to deliver affordable homes on Plots 2 and 9 and the council's commitment to the regeneration of Townhill Park, it is important for these sites to be developed for housing at pace and therefore the council's Affordable Housing Framework is proposed to still ensure that the proposals for these sites still provide much needed affordable homes in the city.

It is believed that our appointed AHF Delivery Partners, have the capacity, funding, and track record, that will result in the development of new homes at a greater rate than the council would be currently able to deliver should it procure the works on Plots 2 and 9.

Using the AHF enables the council to secure nomination rights to these homes so that those waiting on the Housing Register will be able to apply for tenancies.

Those that become tenants in these new properties will not have the Right to Buy in the same way that Council tenants will have.

Transferring these sites into the AHF also enables the HRA funding allocated to the schemes to be used to improve existing council homes.

Potential Positive Impacts

Using the framework to deliver homes on Plots 2 and 9 will increase the number of Affordable homes in the city including Social, Shared Ownership and Affordable.

As well as homes available for rent there may also be some Shared Ownership for those who wish to take their first step on the housing ladder and own a share of their own home.

As these properties will be developed and managed by Affordable Housing

<p>Providers the council will not have responsibility for development, management, maintenance, or repair.</p> <p>As mentioned, transferring these site into the AHF enables the Council to use the funding allocated to these schemes for the improvement of existing council homes.</p>	
Responsible Service Manager	Sue Jones
Date	18/01/2024
Approved by Senior Manager	Tina Dyer-Slade
Date	18/01/2024

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	N/A	
Disability	There are residents on the Councils housing register that will need good quality accessible homes.	All future developments will be built to comply with current building regulation standards for accessibility. There is also an enhanced requirement for accessible homes to reflect the needs on the housing register.
Gender Reassignment	N/A	
Marriage and Civil Partnership	N/A	
Pregnancy and Maternity	N/A	
Race	N/A	
Religion or Belief	N/A	
Sex	N/A	
Sexual Orientation	N/A	
Community Safety	Vacant sites have the potential to attract anti-social behaviour such as fly tipping that would benefit from redevelopment and have the opportunity to provide more homes.	Development of these sites will reduce the opportunity for potential anti-social behaviour issues. The design of new sites including landscaping and quality homes will improve

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
		<p>the appearance of the local environment.</p> <p>The properties will also need to adhere to design principles which will focus on the safety and security of the homes and also the local environment.</p>
Poverty	<p>Residents may be concerned that rent levels proposed on land to be transferred may have homes with rent levels that may not be affordable to those on low incomes.</p>	<p>New development will not only provide new homes for those on the housing register but will also create employment opportunities during construction phase.</p> <p>There will be a mix of different tenures on the sites including social, Affordable and Shared Ownership Properties.</p> <p>The council will be requiring homes which are energy efficient to minimise the costs to residents moving into these new homes.</p>
Health & Wellbeing	<p>The health and wellbeing of residents is important to the council, and without sufficient homes for those in the city residents will continue to live in homes which may be too small and not reflect their needs.</p>	<p>New good quality energy efficient housing can improve residents' health and wellbeing. The new homes will be built to the latest standards including the National Design Space Standards.</p>
Other Significant Impacts	<p>Potential negative impacts from construction works as such noise and inconvenience.</p>	<p>Use of planning controls to impose conditions on construction work to help mitigate negative impacts.</p> <p>Affordable Housing Providers will be required to have effective communication with local residents and tenants within their properties.</p> <p>There will be opportunities</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	As these properties will not be owned and managed by the Housing Revenue Account tenants will not have a Right to Buy.	for Shared Ownership throughout the sites that will be transferred.

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Agenda Item 9

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
SUBJECT:	CALL-IN OF EXECUTIVE DECISION CAB 23/24 43623 - PORTSWOOD BROADWAY NEXT STEPS
DATE OF DECISION:	1 FEBRUARY 2024
REPORT OF:	SCRUTINY MANAGER

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director – Corporate Services	
	Name:	Mel Creighton	Tel: 023 8083 3528
	E-mail	Mel.creighton@southampton.gov.uk	
Author:	Title	Scrutiny Manager	
	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail	Mark.pirnie@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

None

BRIEF SUMMARY

A Call-In notice has been received signed by the Chair and Vice-Chair of the Overview and Scrutiny Management Committee (OSMC) in respect of the following decision made by Cabinet on 16 January 2024:

- Portswood Broadway Next Steps

RECOMMENDATIONS:

Following consideration of the attached Cabinet report, related appendices and Decision Notice, the Committee is recommended either:-

	(i)	To recommend that the Decision Maker re-consider the called-in decision at the next decision meeting; or
	(ii)	To advise the Decision Maker that the Scrutiny Committee does not recommend that the decision be reconsidered and that it can therefore be implemented without delay.

REASONS FOR REPORT RECOMMENDATIONS

1.	The recommendations reflect the options available to the Overview and Scrutiny Management Committee through the implementation of the agreed Call-In process.
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ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2.	Not applicable.
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DETAIL (Including consultation carried out)

3.	A Call-In notice signed by Cllr Blackman and Cllr Moulton has been received in accordance with Paragraph 12 of the Overview and Scrutiny Procedure Rules set out in Part 4 of the Council's Constitution. The Call-In notice relates to the following decision made by Cabinet on 16 January 2024: <ul style="list-style-type: none"> • Portswood Broadway Next Steps
4.	Paragraph 12 of the Overview and Scrutiny Procedure Rules provides a mechanism for members of the OSMC to challenge executive decisions that have been made but not implemented. The documents attached to this report relate to the decision that has been called in under this procedure and include: <ul style="list-style-type: none"> • The Call-In Notice: Detailing who called-in the decision and why • The Decision Notice: Detailing the decision taken and the reasons for the decision • The Decision Report: The report on which the decision was based.
5.	It is for the OSMC to discuss the subject of the Call-In with the decision maker to determine whether it wishes the decision maker to re-consider the previous decision, or to clear the proposals for implementation without further re-consideration.

RESOURCE IMPLICATIONS

Capital/Revenue

6. The relevant details are set out in Appendix 3.

Property/Other

7. The relevant details are set out in Appendix 3.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

8. The relevant details are set out in Appendix 3.

9. The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

Other Legal Implications:

10. The relevant details are set out in Appendix 3.

RISK MANAGEMENT IMPLICATIONS

11. The relevant details are set out in Appendix 3.

POLICY FRAMEWORK IMPLICATIONS

12. The relevant details are set out in Appendix 3.

KEY DECISION?	No
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WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
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SUPPORTING DOCUMENTATION

Appendices

1.	Call In Notice
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2.	Decision Notice – Portswood Broadway Next Steps
3.	Decision Report – Portswood Broadway Next Steps
4.	Appendix 1 to Decision Report
5.	Appendix 2 to Decision Report
6.	Appendix 3 to Decision Report
7.	Appendix 4 to Decision Report
8.	Appendix 5 to Decision Report
9.	Appendix 6 to Decision Report
10.	Appendix 7 to Decision Report

Documents In Members’ Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out?	Identified in Appendix 3
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?	Identified in Appendix 3
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Other Background Documents

Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None

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NOTICE OF CALL-IN



In accordance with rule 12 of the Overview & Scrutiny procedure rules of the Council's Constitution, a request is hereby made that the Scrutiny Manager exercise the call-in of the decision identified below for consideration by Overview and Scrutiny Management Committee.

Decision Number: CAB 23/24 43623 - Portswood Broadway Next Steps
Decision Taker: Cabinet
Date of Decision: 16/01/2024

Reason(s) for Requisition of Call-In of Decision:

1. Lack of adequate consideration, and misrepresentation of the findings from the consultation undertaken by the Council.
2. Information that would help to inform the decision relating to current pollution levels and bus delays caused by traffic on Portswood Broadway has not been provided.
3. Concern with regards to disabled access to Portswood Broadway, particularly the chemist.
4. Concern that changes to the proposals agreed at Cabinet limit the ability to deliver the objectives set for the Portswood Broadway Project.
5. Lack of clarity in respect of the timetable for the trial and subsequent next steps, and the success criteria to be employed for the bus gate trial.

Call-In Requested by:

Name	Signature	Date
Cllr Blackman		19/01/24
Cllr Moulton		19/01/24

All Members requesting that a Decision be Called-In must sign this Call-In Notice. A decision may be called in by:

- The Chair of Overview and Scrutiny Management Committee
- Any 2 Members of Overview and Scrutiny Management Committee
- In respect of a Decision relating to Education, any 2 Parent Governor or Church Representatives

Please submit to the Scrutiny Manager within 5 clear days of the publication of the relevant decision.

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RECORD OF EXECUTIVE DECISION

Tuesday, 16 January 2024

Decision No: (CAB 23/24 43623)

DECISION-MAKER:	CABINET
PORTFOLIO AREA:	Cabinet Member for Environment and Transport
SUBJECT:	Portswood Broadway Next Steps
AUTHOR:	Wade Holmes

THE DECISION

- (i) To note that the Portswood Broadway Transforming Cities Fund scheme second phase of consultation has happened and is used as an opportunity for stakeholders to express their views on the proposal, supported by additional information provided;
- (ii) To note that a “You Said / We Did” response has been prepared for the main themes in the consultation results to assist in shaping a recommendation for the scheme;
- (iii) To note that there is support for the scheme to limit the amount of through route traffic using Portswood Broadway via the use of a bus gate / motor vehicle restriction, accompanied with measures to limit the impact on adjacent streets via an Active Travel Zone;
- (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; and
- (vi) A budget allocation of £500k for the trial is made from the capital programme budget of £2.9M. This budget would be subject to confirmation from the DfT on remaining grant award for the TCF programme.

REASONS FOR THE DECISION

1. To allow the opinions of relevant stakeholders and public to inform the decision making process for the scheme.
2. Compliance with the Southampton City Council (SCC) Corporate Plan goals – Embed a culture of listening to our residents, community groups,

partner organisations and businesses so their voices can shape our actions, and A prosperous city – Southampton will focus on growing our local economy and bringing investment into our city. The scheme will allow for improvements to be made to Portswood Broadway as a district centre improvement project.

3. Compliance with the Southampton City Council Local Transport Plan Connected Southampton – A Connected City: Developing the Southampton Mass Transit System (Policy C1) – the introduction of a bus gate / motor vehicle restriction will assist with the implementation of the Mass Transit System.
4. Compliance with the Southampton Council Bus Service Improvement Plan (BSIP) ambitions, including Ambition 2 Buses are an attractive alternative, Ambition 6 Buses support sustainable growth in the City and District Centres. The scheme will make bus travel along the corridor faster and more reliable.

DETAILS OF ANY ALTERNATIVE OPTIONS

Not to proceed with a trial of the scheme – subject to discussions with the Department for Transport via a change control submission, this may allow some of the match funded Integrated Transport Block grant to be directed to other transport schemes, noting that s106 contributions are site specific and cannot be redirected. The majority of SCC match funding would still be required for schemes already completed / commenced under the Transforming Cities Fund programme.

This would not align with the Southampton City Council Local Transport Plan Connected Southampton and associated policies, as bus priority is an essential component to a Mass Transit System, and with Bus Service Improvement Plan ambitions.

OTHER RELEVANT MATTERS CONCERNING THE DECISION

None.

CONFLICTS OF INTEREST

None.

CONFIRMED AS A TRUE RECORD

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision.

Date: 16 January 2024

Decision Maker:
The Cabinet

Proper Officer:
Claire Heather

SCRUTINY

Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny "Call-In" provisions.

Call-In Period expires on

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

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DECISION-MAKER:	Cabinet
SUBJECT:	Portswood Broadway Next Steps
DATE OF DECISION:	16 January 2023
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

<u>CONTACT DETAILS</u>			
Executive Director	Title	Place	
	Name:	Adam Wilkinson	Tel: 023 80
	E-mail	Adam.wilkinson@southampton.gov.uk	
Author:	Title	Service Manager Integrated Transport	
	Name:	Wade Holmes	Tel: 023 80
	E-mail	Wade.holmes@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

Not Applicable

BRIEF SUMMARY

This report provides a summary of the Portswood Broadway Transforming Cities Fund scheme following the second phase public consultation carried out in August – October 2023 and the next steps for the project.

RECOMMENDATIONS:

	(i)	To note that the Portswood Broadway Transforming Cities Fund scheme second phase of consultation has happened and is used as an opportunity for stakeholders to express their views on the proposal, supported by additional information provided.
	(ii)	To note that a “You Said / We Did” response has been prepared for the main themes in the consultation results to assist in shaping a recommendation for the scheme.
	(iii)	To note that there is support for the scheme to limit the amount of through route traffic using Portswood Broadway via the use of a bus gate / motor vehicle restriction, accompanied with measures to limit the impact on adjacent streets via an Active Travel Zone.
	(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.
	(vi)	A budget allocation of £500k for the trial is made from the capital programme budget of £2.9M. This budget would be subject to confirmation from the DfT on remaining grant award for the TCF programme.

REASONS FOR REPORT RECOMMENDATIONS

1.	To allow the opinions of relevant stakeholders and public to inform the decision making process for the scheme.
2.	Compliance with the Southampton City Council (SCC) Corporate Plan goals – Embed a culture of listening to our residents, community groups, partner organisations and businesses so their voices can shape our actions, and A prosperous city – Southampton will focus on growing our local economy and bringing investment into our city. The scheme will allow for improvements to be made to Portswood Broadway as a district centre improvement project.
3.	Compliance with the Southampton City Council Local Transport Plan Connected Southampton – A Connected City: Developing the Southampton Mass Transit System (Policy C1) – the introduction of a bus gate / motor vehicle restriction will assist with the implementation of the Mass Transit System.
4	Compliance with the Southampton Council Bus Service Improvement Plan (BSIP) ambitions, including Ambition 2 Buses are an attractive alternative, Ambition 6 Buses support sustainable growth in the City and District Centres. The scheme will make bus travel along the corridor faster and more reliable.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5	<p>Not to proceed with a trial of the scheme – subject to discussions with the Department for Transport via a change control submission, this may allow some of the match funded Integrated Transport Block grant to be directed to other transport schemes, noting that s106 contributions are site specific and cannot be redirected. The majority of SCC match funding would still be required for schemes already completed / commenced under the Transforming Cities Fund programme.</p> <p>This would not align with the Southampton City Council Local Transport Plan Connected Southampton and associated policies, as bus priority is an essential component to a Mass Transit System, and with Bus Service Improvement Plan ambitions.</p>

DETAIL (Including consultation carried out)

6	<p>Background</p> <p>In 2020, the Southampton City Region was one of 12 cities that received funding through the Department for Transport's (DfT) Transforming Cities Fund (TCF).</p>
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	<p>This joint bid with Hampshire County Council (HCC) was awarded £57M of DfT funding towards a £68.5M programme to be delivered over four years to March 2024. The remainder of the funding is to come from local match funding contributions from SCC, HCC and partners including bus operator investment (such as new buses in 2024).</p>
7	<p>The TCF programme is delivering sustainable transport improvements on corridors linking Southampton City Centre with surrounding towns including Southampton to Eastleigh Corridor. This aims to better connect Fair Oak and Bishopstoke to Eastleigh, and onwards to Southampton Airport and Southampton City Centre by sustainable transport options. This is to support future sustainable development growth and improve productivity.</p>
8	<p>The focus for the Eastleigh Corridor is the provision of new cycle facilities, bus priority, better bus stops and access to them, access to the rail stations at Eastleigh, Southampton Airport Parkway, Swaythling and St Denys, improvements to St Denys Road, and providing alternatives such as e-scooter or cycle hire at a travel hub in Portswood. Projects are being developed and implemented by both SCC and HCC as part of the complete package for the corridor to achieve the aims of TCF.</p>
9	<p>As part of the strategy for the corridor, improvements to A335 Thomas Lewis Way were implemented with the aim of enhancing the strategic function of the A335 for the movement of through traffic in and out of the city. This additional capacity aims to reduce the demand and need for through traffic using Portswood Road. These works are complete with four junctions upgraded including Thomas Lewis Way/St Denys Road.</p>
10	<p>Portswood Broadway Project</p> <p>One of the key TCF projects is enhancements to the Portswood Broadway District Centre section of Portswood Road. This would contribute to the overall aims for the corridor for cycling and buses.</p> <p>This scheme has a capital programme budget of £2.9M, and includes the following objectives:</p> <ul style="list-style-type: none"> • To regenerate and make the District Centre a more vibrant, competitive economic destination; • Make the District Centre a more attractive and a more enjoyable place to spend time and money; • Provide greening, improve bio-diversity and more space for walking and wheeling within the District Centre; • Improve walking and cycling connectivity to and through the District Centre; • Provide safer crossing opportunities and better bus stops; and • Improved bus reliability and journey times via facilities (such as making part of Portswood Broadway bus, cycle & taxi only) and upgraded signal technology in the junctions at either end (St Denys Road and Brookvale Road).
11	<p>Alongside the main Portswood Broadway project there are complementary works that aim to widen travel choices through a Travel Hub. This is proposed to be located in St Denys Road 'stub' and would enable users access to micromobility (e-scooters, e-bikes), car clubs and EV charging, and localised greening.</p> <p>The Portswood Travel Hub, budgeted at £0.31m, has these objectives to:</p> <ul style="list-style-type: none"> • Improved transport mode options; • Increased disabled access and parking; and

	<ul style="list-style-type: none"> • Improve public realm and green spaces.
12	<p>As part of a package of mitigation for the works on Portswood Broadway that is likely to see some displacement of traffic, an Active Travel Zone in the Highfield area to the north-west is proposed. This would be developed through co-design with the local community to ensure buy-in and includes the following key objectives:</p> <ul style="list-style-type: none"> • Improve road safety; • Reduce the amount of through route traffic on local roads; • Improve air quality; and • Encourage walking, wheeling and cycling as a mode of transport.
13	<p>Consultation</p> <p>To develop the Portswood Broadway scheme the Council undertook a first phase of consultation which included:</p> <ul style="list-style-type: none"> • October-November 2020 – online Perceptions Survey to gain people’s experiences / thoughts on the current conditions and aspirations for the Portswood Broadway area; • September-October 2021 - On-street customer survey to gain insights into behaviours of people visiting the Portswood Broadway area; and • October / November 2022 – public consultation online and in-person events providing details of proposed schemes for Portswood. The consultation included drop in events and an online survey to collect feedback.
14	<p>As part of the October / November 2022 consultation, the Council received a petition “Say NO to Southampton City Council’s proposals to close part of Portswood Broadway to through traffic” and received 2,868 respondents.</p>
15	<p>The petition numbers meant that the item was referred to the Council’s Overview and Scrutiny Committee for consideration on 2 February 2023 meeting. At this meeting the Committee recommended to the Executive the next phase of consultation is more neutral, that additional and updated traffic information is gathered and presented to the public and consideration is given on how that information is presented. The resolution is in Appendix 1.</p>
16	<p>A second phase public consultation with the additional requested information was carried out between 22nd August and 1st October 2023. This included an updated website https://transport.southampton.gov.uk/tcf/eastleigh-to-southampton-corridor/portswood-project/, an online survey, letter drop to 16,612 properties, email to stakeholder list gathered from previous consultations and drop in sessions (where information and materials were on display and members of the public were able to ask questions of the project team) during September 2023. These drop-in sessions were held at:</p> <ul style="list-style-type: none"> • Portswood Broadway (x2 sessions); • Bashir Ahmed Mosque; • With the Highfield Residents Association; • With the Outer Avenue Residents Association; and • University of Southampton. <p>Businesses in and around Portswood Broadway were invited to a “Meet the Leader” event, with the Leader of the Council held in the Leader’s Civic Centre</p>

	<p>office in September 2023. A follow up business meeting was held in October 2023 at October Books meeting rooms.</p> <p>A special presentation was given to members of the Accessibility Forum online in September 2023.</p>
17	<p>The additional information and materials provided at the events and available online is in Appendix 2.</p> <ul style="list-style-type: none"> • Impact on local roads; • Impact on the local economy; • Maintaining access for people with mobility issues and people with disabilities; • Phased Implementation of the scheme; • Air Quality and Environmental Benefits; • Improving Public Transport Services; • Tackling Crime and Anti-Social Behaviour; • A335 Thomas Lewis Way Improvements; and • Emergency Strategy for A335 Thomas Lewis Way.
18	<p>The online survey ran concurrent to the public consultation events, created by the Southampton Data Observatory (SCC Insights team) – independent from the Integrated Transport team delivering the project. When closed, the survey received 1,371 responses.</p> <p>It is important to note that a consultation is not a vote, it is an opportunity for public and stakeholders to express their views, concerns and alternatives to a proposal.</p> <p>The survey asked questions about the where people lived, how, why, when and how often they used Portswood Broadway and how they travel to or through Portswood Broadway. Specific questions were asked about how people felt the impact would be on a range of issues via asking if they felt it would have a positive impact, no impact or negative impact.</p> <p>A copy of the survey questions is in Appendix 3.</p>
19	<p>The results of the survey questions are shown in Appendix 4.</p> <p>Key highlights from the results are:</p> <ul style="list-style-type: none"> • Five of the nine aspects of the proposal asked about were rated as having a positive impact by more than 50% of respondents – being impacts on attractiveness, active / alternate modes, and bus passengers; • Views were even for impact on visitor numbers and impact on the local economy; and • The impact on car related questions was seen as having a negative impact. <p>A “You Said / We Did” style response to the points raised in the survey, and from other written submissions received, are shown in Appendix 5.</p>
20	<p>Business engagement included an option in the survey to indicate it was a business response (twelve received), a dedicated meeting with the Leader held 22 August 2023 (thirteen businesses attended), a dedicated business only survey (two completed) and a business engagement forum held on 22 September 2023 (thirteen businesses attended). An analysis of issues raised by businesses is in Appendix 6. The engagement has shown that there are mixed views from</p>

	businesses on the proposed scheme with some indicating it will be positive and some indicating it will be negative.
21	<p>Following the consultation, it is proposed to amend the Portswood Broadway scheme as follows:</p> <ul style="list-style-type: none"> • Establish detail design of a viable scheme trial for measures to limit through traffic in the area; • Limit the amount of through route traffic passing through Portswood Broadway via the use of a bus gate / motor vehicle restriction, accompanied with measures to limit the impact on adjacent streets via an Active Travel Zone. The bus gate / motor vehicle restriction should be part time to allow some access for delivery and some vehicle access at some times of day; • The part time bus gate / motor vehicle restriction is to be 7am to 10am, 4pm – 7pm to allow maximum benefit for bus journey times, during peak commuter hours, but still allow access to the Broadway outside of these times for other modes; • Access for loading HGVs will be retained through Portswood Broadway from south – north, with a loading bay proposed for St Denys Road spur road to allow for loading to happen from St Denys Road (details to be subject to co-design group); and • A co-design group is established to inform design decisions for Portswood Broadway (including trial) to address issues raised from the consultation. The co-design group is to be made up of representatives from resident associations, retailers / traders, representatives from lobby groups such as elderly / people with disabilities and mobility issues, and local residents.
22	<p>Next Steps</p> <p>Following the completion of the review by officers the timeline for the project is anticipated to be:</p> <ul style="list-style-type: none"> • Work with Community Co-design options in Spring 2024 to inform the design and feasibility of the scheme trial; • Confirm any mitigation measures, if required in Summer 2024; • Formal consultation on any required Traffic Regulation Orders (TROs) Summer 2024; and • Any construction of the scheme trial at Portswood Broadway in Winter 2024/25.
23	<p>A trial is proposed for the part time bus gate / motor vehicle restriction in accordance with Experimental Traffic Regulation Orders. The trial will have a review point of six months initially, and an Experimental Traffic Regulation Order can run for 18 months. 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>Following this cabinet decision, the final details of the trial including the design will be finalised with input from the co-design working group. The trial can proceed with delegation given to the Executive Director Place in consultation with the Cabinet Member Environment and Transport to progress associated Traffic</p>

	<p>Regulation Orders to enable the implementation of the scheme trial and Active Travel Zone.</p> <p>The impacts would be monitored by SCC and reported back after 1 year and 5 years from completion if the scheme is made permanent, and as part of the DfT's National TCF Monitoring & Evaluation programme.</p>
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RESOURCE IMPLICATIONS

Capital/Revenue

24 The total budget allocation of the Portswood Broadway scheme is £2.9M with £400k set aside for the Highfield ATZ, the TCF programme is funded by the Department for Transport, SCC match from Local Transport Plan Integrated Transport Block grant, and S106 Developer Contributions. The Portswood Broadway scheme will utilise the remaining TCF programme budget which has been profiled so that the SCC match funding is the remaining budget, which is a commitment as per the original TCF bid and grant conditions.

It is included in the Council's Capital Programme for 2023/24 and (subject to DfT awarding the agreed final tranches of TCF grant payments to SCC) has sufficient funds to carry out the implementation of any agreed proposals, additional surveys, modelling and impact assessments. The deadline to spend the DfT conditional TCF funding is currently 31 March 2024. Whilst the Council are in negotiations with the DfT to extend this, as detailed below, there is currently a risk that funding may not be available in 2024/25. Funding for the scheme is made up from SCC match funding (Integrated Transport Block grant and S106) which does not have an expiry date in 2024/2025 and can be used to extend the delivery timeline.

In terms of the recommendation for this paper, a budget allocation for the trial aspect for Portswood Broadway / Active Travel Zone of £500k (to be funded out of the £2.9M allocation) and would include provision for signage, Experimental Traffic Regulation Order, bus stop upgrades, temporary trial infrastructure (slow points or planters) and any other elements that the co-design group may wish to trial. Some elements of this allocation may be abortive if the trial was not to progress to a permanent scheme, for example traffic signage, but it is expected that the trial will result in some permanent capital assets that contribute to the overall improvements to the TCF corridor.

	Capital allocation (£M)
Existing Capital programme sum	2.900
Consisting of:	
Trial of bus gate and associated measures	0.500
And if trial led to a permanent scheme:	
Active Travel Zone	0.400
Portswood Broadway	2.000
Total:	2.900

	Funded by:	
	Integrated Transport Block Grant 23/24 and S106	2.900
	Net	0
25	There are no direct revenue implications resulting from the consultation.	
<u>Property/Other</u>		
26	None	
LEGAL IMPLICATIONS		
<u>Statutory power to undertake proposals in the report:</u>		
27	The Council is able to make changes to the highway network through the introduction of Traffic Regulation Orders under the Road Traffic Regulation Act 1984 and Highways Act 1985 together with associated Regulations and Orders relating to the form of Orders and the required signage etc required to implement and enforce such Orders	
<u>Other Legal Implications:</u>		
28	The proposals have been subject to an equalities impact assessment carried out under the Equality Act 2010 and the design and implementation phase will be conducted having regard to this assessment which will be updated throughout the design phase to ensure Equality considerations are taken into account and mitigated against where appropriate.	
RISK MANAGEMENT IMPLICATIONS		
29	<p>There is a risk related to the delivery timeline for the project being delayed with further reviews. Timelines for the project have now been adjusted to allow for the gathering of further analysis and as such the risk has been mitigated. The TCF funding from the DfT stipulates that the funds must be spent by March 2024, and the Council is in negotiations with the DfT on the use of an additional year to complete the TCF programme particularly for Portswood. As a mitigation, funding for the scheme is made from SCC match funding towards the TCF funding which does not expire in 2024/25 and can be used to extend the delivery timeline.</p> <p>If a scheme, in line with the TCF programme bid, would not be taken forward, then the funding would need to either be reallocated to other TCF schemes in Southampton that provide a similar or better improvement for buses, or the monies would need to be returned to the DfT.</p> <p>The Council has not received the final tranche of funding from the DfT for the Transforming Cities Fund grant, and is required to submit quarterly claims for costs incurred. The Council has not received the final tranche which includes payments for Albion Place Bus Hub and the remaining of the Inner Ring Road Cumberland Place project. If the DfT were to withhold the final tranche due to a</p>	

	<p>revised TCF timeline because of an additional year, the SCC match funding would need to be prioritised to complete the already committed schemes (as above, Albion Place Bus Hub and Inner Ring Road) and as such there would be insufficient funding to proceed with any works at Portswood Broadway (including any trial) – this project would not proceed if this happened.</p> <p>Some aspects of the trial will produce infrastructure that may not be permanent and will require removing if the trial concludes that there is no viable scheme for Portswood Broadway. These elements will be minor (such as traffic signage) but it is expected that the majority of the trial will result in a capital asset being created that contribute to the overall objectives for the TCF corridor.</p>
POLICY FRAMEWORK IMPLICATIONS	
30	<p>The Council's Local Transport Plan (LTP4) - Connected Southampton 2040, sets out a vision for transport to make Southampton a modern, liveable and sustainable place to live, work and visit by investing in better and more innovative transport.</p> <p>The TCF Programme and Portswood Broadway project support this and the LTP has objectives of:</p> <ul style="list-style-type: none"> • 'A System for Everyone, making Southampton an attractive and liveable place to improve the people's quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances.' • A Connected City, with fast, efficient transport options available that effectively and reliably connect people with the places they want to go. As part of that, the Southampton Mass Transit System (SMTS) has been identified that will be a high-quality system comprising of various types of public transport – including bus and future other mass transit schemes (Policy C1).
31	<p>The Council's Bus Service Improvement Plan (BSIP) sets out the ambition for buses in Southampton has listed ambitions for buses as an attractive choice where the bus network is built on reliability, carbon-neutral, integration, value for money, inclusivity & partnership.</p> <p>The TCF Programme and Portswood Broadway project support his and specific ambitions within the BSIP, including:</p> <ul style="list-style-type: none"> • Ambition 2 – Buses are an attractive alternative – fast, reliable and attractive – providing bus priority helps to improve attractiveness of buses, growing patronage, speed up journeys and foster further service enhancements and vehicle investment • Ambition 6 - The City and District Centres as hubs within the network served by buses to support their sustainable growth <p>Ambition 9 – development of the integrated SMTS with future aspirations for Mass Rapid Transit on the corridor.</p>
32	<p>The Council's Cycle Strategy Cycling Southampton 2017-2027 sets out how Southampton can become a true cycling city, with the identification of the Southampton Cycle Network (SCN). The SCN has a series of corridors for cycling improvements including SCN6 on Portswood Road to Eastleigh</p>

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	Portswood Ward

SUPPORTING DOCUMENTATION

Appendices

1.	February 2023 OSMC recommendation
2.	Additional information gathered for consultation
3	Online consultation survey
4	Survey results
5	You Said / We Did response to free text survey responses
6	Analysis of Business responses
7	Equality and Safety Impact Assessment ESIA

Documents In Members' Rooms

1.	
2.	

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	Yes
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Other Background Documents

Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	
2.	

Appendix 1 – 2 February 2023 Overview and Scrutiny Committee Recommendations

1. That the Cabinet Member and officers commit to ensuring that the next iteration of the Portswood Corridor consultation survey is worded in such a way that it is neutral and does not appear to favour the proposed schemes.
2. That further traffic counts are undertaken along the Portswood Corridor to monitor changes to travel habits and to improve understanding of the journeys that are being undertaken and traffic trends.
3. That modelling for individual roads is undertaken to help develop understanding of the additional traffic that could be diverted to neighbouring residential streets as a result of the introduction of the proposed schemes.
4. That, reflecting concerns about the potential impact the closure of Thomas Lewis Way could have on the area if the proposed scheme is introduced, an emergency mitigation plan is developed that identifies the potential impact and models alternative routes to be followed to reduce the predicted impact.
5. That bus journey time and trend data for Portswood is provided to the Committee and is available for the second phase of public consultation.
6. That, for the second phase of public consultation, improvements are made to the clarity of the information about the proposed schemes to raise awareness of the actual proposals.
7. That the second phase of public consultation includes a wider geographical area reflecting the potential impact of the proposals.
8. That instead of procuring an independent assessment on the impact of the proposals on the prosperity of Portswood District Centre, traders are contacted individually, or through a Portswood Traders Association, and are asked about their views on the proposals.
9. That, if the Cabinet Member agrees to the independent assessment on the impact of the proposals on the prosperity of Portswood District Centre, the Cabinet Member and officers commit to separately engaging directly with Portswood traders about the proposals.

10. That the Cabinet Member and officers demonstrate how the proposals will impact on the city's net zero ambitions.

11. That the Cabinet Member recognises the strength of feeling and opposition to the proposed closure of Portswood Broadway to through traffic and goes back to the drawing board and scraps plans to close the road to through traffic and instead comes back with alternative proposals for Portswood Broadway that will make the district centre greener and more attractive.

Appendix 2 – Additional information for the Portswood Broadway consultation

<https://transport.southampton.gov.uk/tcf/eastleigh-to-southampton-corridor/portswood-project/additional-information-and-assessments/>

- Impact on local roads – Additional traffic counts were taken in April 2023, with modelling carried out rerouting traffic locally to Thomas Lewis Way and to local streets in the area, with daily traffic levels shown for current, predicted with a proposed bus gate, predicted with bus gate + light touch Active Travel Zone, and bus gate + Active Travel Zone via traffic filters;
- Impact on the local economy – An independent Economic Impact Assessment Report was prepared and made available for the public to see the predicted impact of the scheme for economic activity in the area;
- Maintaining access for people with mobility issues and people with disabilities – a local access map was produced indicating how to access the Portswood Broadway if a bus gate restriction was to go ahead
- Phased Implementation of the scheme – information was provided on how a phased implementation of the scheme may be possible;
- Air Quality and Environmental Benefits – information was provided on the Green City Charter (2020) and air quality information as part of the Southampton Net Zero Strategy;
- Improving Public Transport Services – information was given on the level of delay for bus running times in the area and a link to the Council’s Bus Service Improvement Plan;
- Tackling Crime and Anti-Social Behaviour – information was provided on the work done in conjunction with advice from the Police on how to reduce crime and anti-social behaviour through several measures including a Portswood Business Engagement Forum;
- A335 Thomas Lewis Way Improvements – information about improved journey times along A335 Thomas Lewis following recently completed congestion reduction schemes; and
- Emergency Strategy for A335 Thomas Lewis Way – information about measures to retain access in the area if there is an emergency situation on A335 Thomas Lewis Way including messaging to drivers and use of Portswood Broadway.

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Portswood Broadway Transport Scheme Consultation**Consultation questionnaire****Background****Welcome to the Portswood Corridor Phase 2 Consultation**

Welcome to phase 2 of the consultation for the proposals for the Portswood Corridor. This consultation will run from the 21st August 2023 until the 1st October 2023

On our website **HERE** you will be able to access all information related to the proposed Portswood Corridor schemes which include:

- Changes to Portswood Broadway
- A new Active Travel Zone (ATZ) for Highfield
- A Travel Hub, next to Trago Lounge

You can access information about the aims of these proposals, the impact they would have and background behind why they are being proposed.

You will also be able to access all the information and results related to phase 1 of the consultation which was conducted at the end of 2022, Council assessments and additional investigations to address concerns raised.

Once you have had time to read this information and have your questions answered, we ask that you complete this online survey and leave feedback below.

Should you have any further questions you do not feel is covered on these pages, please email us at portswoodcorridor@southampton.gov.uk

Proposals for Portswood Broadway

The Portswood Broadway proposals look to introduce a bus gate along Portswood Road from Highfield Lane to Westridge Road (approximately 150 metres in length).

The bus gate would restrict general traffic from passing through the 150m of bus gated road, however general traffic will continue to have access to the Broadway area and any existing parking areas will be retained albeit via adjusted routes. The bus gate would still allow buses, cycles, taxis and other authorised vehicles to pass fully along the Broadway.



By restricting general traffic through the Broadway but still allowing access to car parking spaces, we will improve bus journey times and deliver economic, social and environmental benefits, supporting Southampton Pound [link to: [Southampton Pound - Social Value and Community Wealth Building in Southampton](#)] locally, or as social value more widely, through:

- Creation of additional pedestrian space of over 550m2, equivalent of two tennis courts
- Attract more people to visit and spend at local businesses
- Installation of seven benches allowing elderly, disabled and families to sit and rest
- Two new zebra Crossings
- Improved bus journey time and reliability
- Addition green space such as planters and over ten trees
- Additional tables and chair for alfresco dining, with a potential for 50 tables and 100 seats
- Improvements to air quality
- Making our junctions safer for people who choose to walk or cycle

The proposals would improve the junction of Portswood Road and Highfield Lane to provide better walking and cycling access, upgrade the junction to smart signals to reduce waiting time and further improve bus journey time and reliability.

Q. If these plans were to go ahead, what impact do you feel it would have on the following?						
	Very positive impact	Fairly positive impact	No impact at all	A fairly negative impact	A very negative impact	Don't know
The attractiveness of Portswood District Centre						
Visitor numbers to Portswood District Centre						

The ease of travelling more sustainably (e.g. on foot, bicycle, or public transport)						
The experience for bus passengers traveling to and from the Portswood District Centre						
The ease of travelling by car to and from the Portswood District Centre (driver or passenger)						
Safety of those walking and crossing roads on the Portswood District Centre						
Safety of those cycling on the Portswood District Centre						
Overall experience of traveling across the city for all road users.						
Air quality						

Q. Please use the following space to tell us if there is anything else we should consider (e.g. what alternatives we could look at, or any other impacts there might be):

Free text

The following sections of the questionnaire will cover more detail on: impacts on the local economy, access for people with mobility issues; and impacts on crime and antisocial behaviour.

Phased Implementation

We are currently investigating the phased introduction of the bus gate should the proposals move forward. We would also be able to provide temporary additional paving along the Broadway to provide the extra pedestrian space the bus gate would allow us to install. It is important to know that during a phased approach of this scheme we would not be able to provide any of the additional green space initially and it would be added over a longer time frame.

Q. If plans were approved, which of the following would you prefer?

- Trial the proposals first
- Proceed straight to implementing the proposals
- Something else
- Don't know

Q. Please use the following space to tell us if there is anything else we should consider (e.g. what alternatives we could look at, or any other impacts there might be):

Free text

Impact on the local economy

One of the key concerns raised by residents in the consultation was about the economic impact on local businesses of a bus-only zone on a section of the Broadway. To address these concerns and measure the impact we commissioned an independent **Economic Impact Assessment** to look more specifically at the impact it would have on the Portswood Area ([link to report](#)). Key findings from the initial assessment include:

- **The Portswood Broadway scheme will generate around £8 for every £1 of investment.** The long-term economic benefits to the Southampton economy through uplift in sales and increased employment opportunities, supporting the Southampton Pound objective of community wealth building.
- **An additional 30 full-time equivalent jobs.** The proposals are predicted to generate additional jobs on the Broadway as the consumer benefits from increased trading space and longer opening hours to attract more people.
- **An additional £32,705,000 (GVA) Gross Value Added over 10 years to the local economy.** This is due to the increased footfall, compared with if the scheme was not implemented.
- **A 5% uplift in trade.** Businesses trading in retail, leisure, food services and other business services could expect a 5% uplift in trade from the additional footway space and improvements

We hope the Economic Impact Assessment provides residents and businesses with some supporting information to support informing their responses to the phase 2 consultation. We want to make sure that local businesses are fully supported as part of the second phase of consultation and we will focus on providing advice and guidance on how businesses can get the full benefit of the scheme should it go ahead and continue to work with them on the specific concerns raised.

Next Steps:

- Form Portswood Business Engagement Forum for local retailers;
- Ensuring servicing needs are designed into any future scheme; and
- Providing guidance on how to get the most benefits from these proposals.

If you are a local retailer and want to find out more about the Portswood Business Engagement Forum please email us [HERE](#).

Q. To what extent do you agree or disagree that we have adequately assessed and provided sufficient information on the potential economic impact of the proposals?

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree

Q. Please use the following space to explain your response please

Free text

Q. If these plans were to go ahead, what impact do you feel it would have on the local economy?

- Very positive impact
- Fairly positive impact

- No impact at all
- A fairly negative impact
- A very negative impact
- Don't know

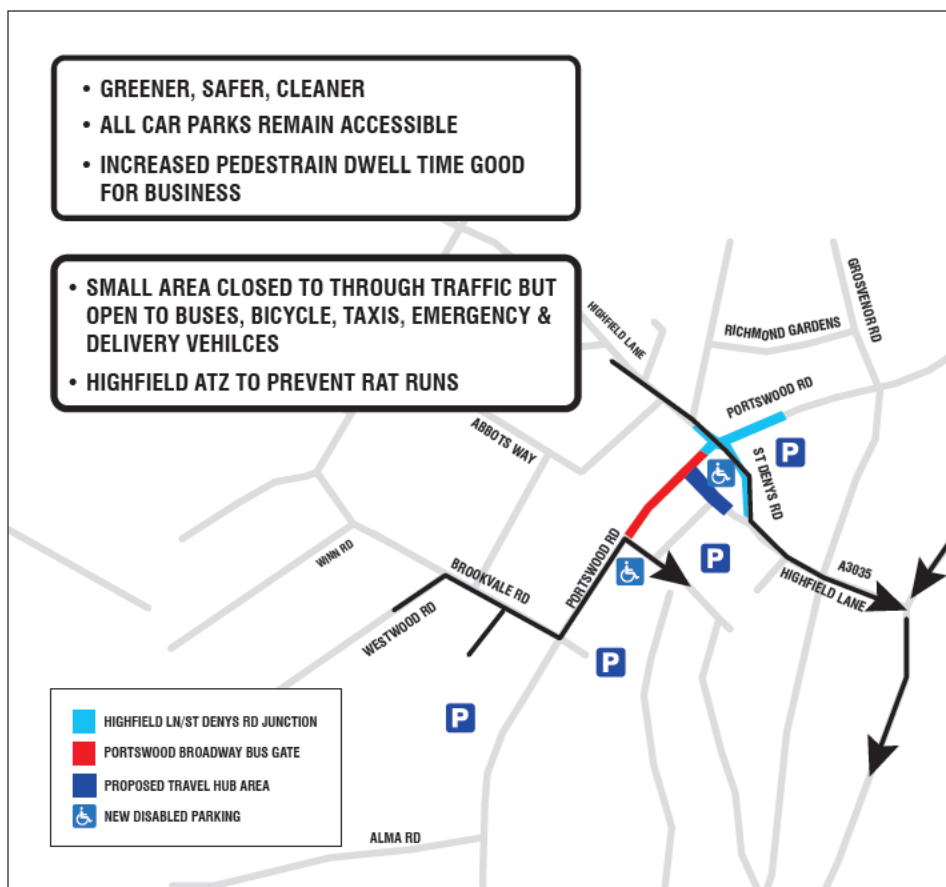
Q. Please use the following space to tell us if there is anything else we should consider (e.g. what alternatives we could look at, or any other impacts there might be):

Free text

Maintaining access for people with mobility issues and people with disabilities

Access for people with mobility issues, especially those that have no alternative but to use their car will also be improved with better pedestrian access into Westridge Road car park and more parking for people with disabilities around the area.

As part of the work on the Active Travel Zone we would also include additional disabled compliant crossings and improve the condition of our footways.



There will be at around seven additional benches along the Broadway for people to sit and rest, and hospitality businesses will be able to offer outdoor seating, where people can socialise with family and friends. The area will be improved with dementia friendly design principles being applied to the design of the future Broadway layout. Our new [The Accessibility Forum \(southampton.gov.uk\)](https://www.southampton.gov.uk) will play a crucial role in reviewing the scheme and the design detail.

While some people may need to make longer journeys around the bus gate, we commit to maintaining access to all car parks in the area and improving existing access.

Q. To what extent do you agree or disagree that we have taken sufficient steps to maintain access for people with mobility issues and people with disabilities

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree

Q. Please use the following space to tell us if there is anything else we should consider (e.g. what alternatives we could look at, or any other impacts there might be):

Free text

Impact on crime and anti-social behaviour

Crime and Anti-Social Behaviour was a key concern raised in phase 1 of the consultation and one we share. Local street drinking, assaults, theft and other crimes are something we all take very seriously.

The Council, in partnership with our local Police Officers, are working to ensure these proposals would help address these problems and make the Portswood area safer for us all to enjoy. These proposals would allow us to:

- Provide additional CCTV along the Broadway, helping the police to gather evidence and monitor crimes;
- Design out blind spots and improve street lighting;
- Work with local businesses to form the Portswood Business Engagement Forum which will help the council and the police to work better together with local businesses; and
- Working on community schemes that allow people to better and more easily report crimes.

Q. What impact do you feel the proposals would have on the following?

	Very positive impact	Fairly positive impact	No impact at all	A fairly negative impact	A very negative impact	Don't know
Reducing crime and anti-social behaviour						
Making crime and antisocial behaviour easier to report						

Q. Please use the following space to tell us if there is anything else we should consider (e.g. what alternatives we could look at, or any other impacts there might be):

Free text

Proposals for Portswood Travel Hub

To improve access to the Broadway for all users we are proposing the installation of a Travel Hub on St Denys Road alongside Portswood Broadway, next to Trago Lounge. Adjacent to the Travel Hub, additional parking for people with disabilities will be provided.

The Travel Hub will provide people with access to a range of transport options including disabled parking bays, e-bike or scooter hire, secure cycle parking and electric vehicle charging points. It will link to improved bus stops on Portswood Broadway. On top of this, the Hub could include improvements to the public space such as art, greening and seating and additional facilities like parcel lockers, information boards and wayfinding, bringing more visitors to the Broadway and providing reasons for them to stay. Final elements of the Travel Hub will be refined as the project progresses based on the feedback received from this consultation.

Q. If these plans were to go ahead, what impact do you feel it would have on the following?						
	Very positive impact	Fairly positive impact	No impact at all	A fairly negative impact	A very negative impact	Don't know
The attractiveness of St Denys Road						
Air quality						
The ease of travelling more sustainably (e.g. on foot, bicycle, or public transport)						
Safety of those cycling						
Visitor numbers to Portswood District Centre						
The experience for bus passengers traveling to and from the Portswood District Centre						

Q. Listed below are some potential features of a Travel Hub. How likely would you be to use each element if included in the Portswood Travel Hub?					
	Very Likely	Fairly likely	Neither	Fairly unlikely	Very unlikely
Disabled parking spaces					
Bicycle hire					
E-bike hire					
Electric cargo bike hire					
E-scooter hire					
Electric car hire					
Electric van hire					
Electric vehicle charging points					
Secure, covered cycle parking					
E-bike charging points					
Taxi pick-up/drop-off point					
Parcel lockers					
Public bicycle pump & tools					
Digital boards with live bus timetables and information					
Green space and public seating					
Sheltered waiting area					

Public toilets					
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Proposals for Highfield Active Travel Zone

Traffic modelling in the area predicts that with the introduction of the bus gate around 8,000 vehicles would choose to use A335 Thomas Lewis Way (TLW) as a faster alternative, depending on the level of mitigation we adopt for the area to prevent rat running. This will be supported by the recent improvements along TLW such as the introduction of additional turning lanes and an upgrade to smarter junctions which has improved journey times along TLW to make it more reliable and increase capacity to ensure it is the preferred option for through traffic.

Some remaining through traffic is likely to choose to rat run through local roads though. To prevent this and protect local roads for those who live in the area, we could introduce an Active Travel Zone for Highfield to prevent this. The Council is committed to providing an Active Travel Zone for the Highfield area ahead of any improvements to the Portswood Broadway area.

Active Travel Zones (ATZs) are neighbourhoods that encourage active travel through a range of measures which calm or discourage traffic, reduce rat running and instead prioritise people walking and cycling while at the same time maintaining motor vehicle access for those who live there. Interventions for ATZs are scalable and can range from speed cushions, improved crossing points or road closure points which would be designed with local residents at co-design meetings.

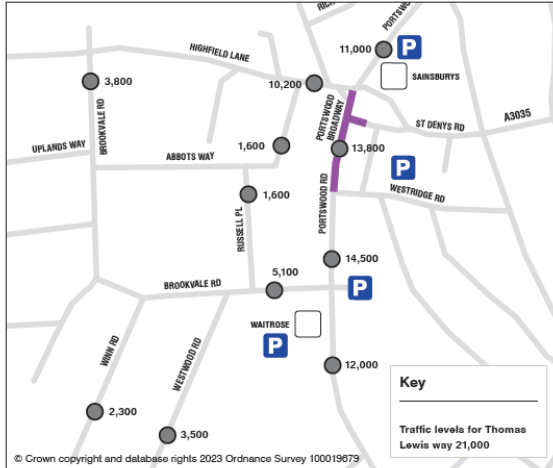
The Council has delivered an ATZ in the St Denys area in conjunction with local residents, and is now implementing ATZs in the Polygon, Woolston and Itchen areas.

New traffic data has been provided in this consultation to better inform residents of the impacts of various options for an Active Travel Zone for the area, but no decision will be made on the type of Active Travel Zone without community co-design with residents.

ATZ traffic modelling: vehicles per 24 hours (both directions)

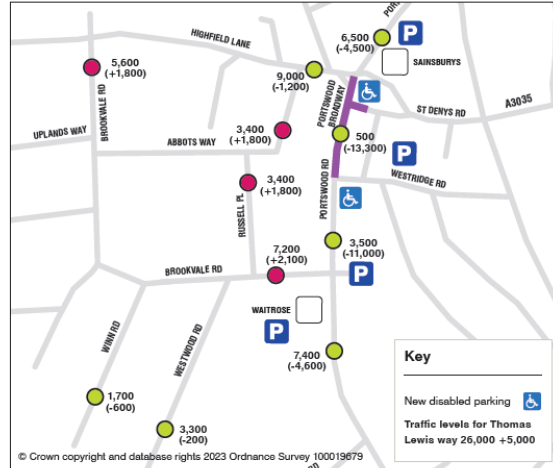
Existing Levels: April 2023:

This shows the existing levels of traffic flowing through the area on a normal weekday in April (figures are number of vehicles per day in a 24 hour period on the road).



Bus gate + no mitigation:

This shows the impact on traffic flows along the Broadway and local roads should a bus gate be installed with no mitigation measures included, with the majority of traffic diverted to A335 Thomas Lewis Way. This is not something that would be implemented and is purely for demonstration only.



Bus gate + Light-touch ATZ:

This shows the impact on traffic flows should a bus gate be installed with a light touch ATZ.

A light-touch ATZ for Highfield in the form of new pedestrian crossings, speed cushions, priority buildouts which will deter people driving through residential streets with the majority of traffic directed to A335 Thomas Lewis Way. This would help reduce overspill from the proposed bus gate and in most cases reduce traffic from existing levels.

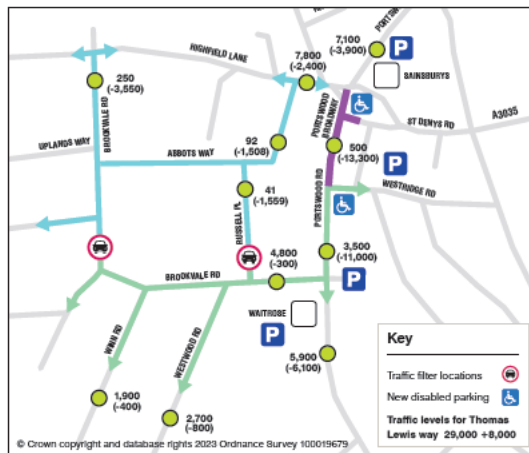
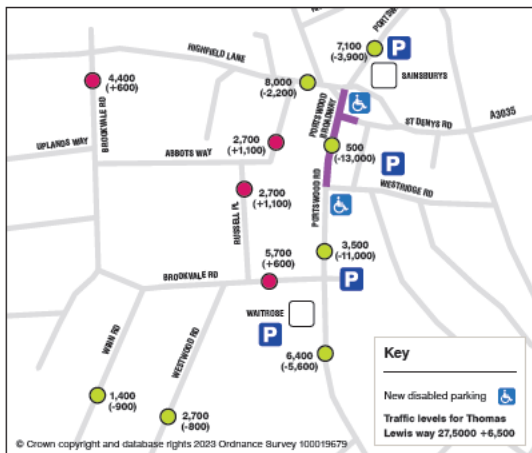
This would lead to increased level on some local streets, but a significant reduction of traffic in the area as a whole. The final mix of interventions to deter people driving through residential streets would be based on community co-design.

Bus gate + ATZ with Traffic Filter on Russell Place and Brookvale Road:

This shows the impact on traffic flows should a bus gate be installed with an ATZ, which would include a traffic filter on Russell Place and on Brookvale Road.

Traffic filters prevent motorised vehicles from passing through that area, without preventing people who walk and cycle. The predicted modelling shows that with the introduction of the ATZ and the traffic filters in these locations the roads around this area would be preserved for local residents only and deliveries access only and prevent all through traffic.

Similar arrangements already exist in Outer Avenue (filters at Alma Avenue and at Avenue Road) and have just been introduced in St Denys (Kent Road, North Road and the existing filter at Horseshoe Bridge).



Q. If these plans were to go ahead, what impact do you feel it would have on the following?

	Very positive impact	Fairly positive impact	No impact at all	A fairly negative impact	A very negative impact	Don't know
Safety of those walking and crossing roads within the Highfield area						
Safety of those cycling within the Highfield area						
Journey times by car through the Highfield area						
Access to properties within the Highfield area						
Reducing drivers using residential streets within the Highfield area as shortcuts						
Overall experience of traveling across the city for all road users.						
Air quality						

Q. Should these proposals be approved which ATZ option would you prefer?

***Please note that a detailed design phased would be conducted as a co-design process with local residents and this question is just to inform the co-design process.**

- Light-touch ATZ
- ATZ with Traffic Filter on Russell Place and Brookvale Road
- Something else
- Don't know

Q. Please use the following space to tell us if there is anything else we should consider(e.g. what alternatives we could look at, or any other impacts there might be):

Free text

About you

Q. Roughly, how often do you use these forms of transport in and around the area?

	Daily or most days	Once or twice a week	Once or twice a month	Less often	Never
Walk					

Cycle					
Bus					
Car/Van (including Car Club or rental)					
Motorcycle/Moped					
Wheelchair/Mobility Scooter					
Taxi/Private Hire Car					
Community Transport (eg Dial-a-Ride, Volunteer car scheme)					
E-Scooter					

Q. Roughly, how often do you do the following?					
	Daily or most days	Once or twice a week	Once or twice a month	Less often	Never
Visit Portswood Broadway (E.g. for food shops, work, the library, cafes, bars, faith based worship)					
Pass through Portswood Broadway without stopping to visit					

About you

Q. (Individuals only) What is your postcode? (This is used for geographical analysis only and will not be used to contact or identify you)

Q. (Individuals only) What is your sex?
--

- Female
- Male
- Prefer not to say

Q. (Individuals only) Is the gender you identify with the same as your sex registered at birth?

- Yes
- No
- Prefer not to say

If no, please write in gender identity:

Q. (Individuals only) What is your age?

- Under 18
- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 +
- Prefer not to say

Q. (Individuals only) How would you describe your ethnic group?

- Asian / Asian British
- Black / African / Caribbean / Black British
- Mixed or Multiple ethnic groups
- White British
- White Other
- Other ethnic group
- Prefer not to say

Q. (Individuals only) Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

- Yes
- No
- Prefer not to say

If yes, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

- Yes, a lot
- Yes, a little
- Not at all
- Prefer not to say

Businesses and organisations

Q. Are you responding on behalf of a business or organisation?

- No
- Yes, a private business
- Yes, a public sector organisation
- Yes, a third sector organisation (Voluntary groups, Community groups, Charities)
- Prefer not to say

Q. (Businesses and organisations only) Can the name of your business or organisation be attributed to your response?

- Yes
- No

Q. (Businesses and organisations only) Can we contact you about your response to this consultation and to find out more about the Council led Portswood Business Engagement Forum?

- Yes
- No

Q. (Businesses and organisations only) If yes, please provide us with the following details:

- Business or organisation name:
- Contact name:
- Contact email:

What happens next?

The consultation closes on 01 October 2023. After this date, all feedback will be analysed and considered before a final decision is made. Suggestions and concerns will be taken into account and further assessed as needed

Q. Would you like to be emailed a copy of your response to this consultation?

- Yes
- No

Q. If yes, please provide the following details. This will only be used to send you a copy of your response.

Name:
Email:

Thank you for your time, please click submit to complete the survey.

The information collected about you during this survey will only be used for the purposes of research. We may use it to contact you about this. We will only share your information with other organisations or council departments if we need to. We may also share it to prevent, investigate or prosecute criminal offences, or as the law otherwise allows. Please be aware that any comments given on this form may be published in the report. However, the council will endeavour to remove any references that could identify individuals or organisations. Our Privacy Policy (<http://www.southampton.gov.uk/privacy>) explains how we handle your personal data, and we can provide a copy if you are unable to access the Internet.

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Portswood Project Consultation Feedback report

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 - [Visitor numbers](#)
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 - [Safety of those walking and crossing roads](#)
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Southampton City Council undertook a public consultation on draft proposals for the Portswood Project including:

- Changes to Portswood Broadway;
- A new Active Travel Zone (ATZ) for Highfield
- A Travel Hub (next to Trago Lounge)

This consultation took place between **22/08/2023** – **01/10/2023** and received **1,371** responses.

The aim of this consultation was to:

- Communicate clearly to residents and stakeholders the proposals the projects in Portswood;
- Ensure any resident, business or stakeholder in Southampton that wished to comment on the proposals had the opportunity to do so, enabling them to raise any impacts the proposals may have, and;
- Allow participants to propose alternative suggestions for consideration which they feel could achieve the objectives of the strategy in a different way.

This report summarises the aims, principles, methodology and results of the public consultation. It provides a summary of the consultation responses both for the consideration of decision makers and any interested individuals and stakeholders.

It is important to be mindful that a consultation is not a vote, it is an opportunity for stakeholders to express their views, concerns and alternatives to a proposal. This report outlines in detail the representations made during the consultation period so that decision makers can consider what has been said alongside other information.



Southampton City Council is committed to consultations of the highest standard and which are meaningful and comply with the *Gunning Principles*, considered to be the legal standard for consultations:

1. Proposals are still at a formative stage (a final decision has not yet been made);
2. There is sufficient information put forward in the proposals to allow ‘intelligent consideration’;
3. There is adequate time for consideration and response, and;
4. Conscientious consideration must be given to the consultation responses before a decision is made.



New Conversations 2.0
LGA guide to engagement



Rules: The Gunning Principles

They were coined by Stephen Sedley QC in a court case in 1985 relating to a school closure consultation (R v London Borough of Brent ex parte Gunning). Prior to this, very little consideration had been given to the laws of consultation. Sedley defined that a consultation is only legitimate when these four principles are met:

1. **proposals are still at a formative stage**
A final decision has not yet been made, or predetermined, by the decision makers
2. **there is sufficient information to give ‘intelligent consideration’**
The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response
3. **there is adequate time for consideration and response**
There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation,¹ despite the widely accepted twelve-week consultation period, as the length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation
4. **‘conscientious consideration’ must be given to the consultation responses before a decision is made**
Decision-makers should be able to provide evidence that they took consultation responses into account

These principles were reinforced in 2001 in the ‘Coughlan Case (R v North and East Devon Health Authority ex parte Coughlan²), which involved a health authority closure and confirmed that they applied to all consultations, and then in a Supreme Court case in 2014 (R ex parte Moseley v LB Haringey³), which endorsed the legal standing of the four principles. Since then, the Gunning Principles have formed a strong legal foundation from which the legitimacy of public consultations is assessed, and are frequently referred to as a legal basis for judicial review decisions.⁴

¹ In some local authorities, their local voluntary Compact agreement with the third sector may specify the length of time they are required to consult for. However, in many cases, the Compact is either inactive or has been cancelled so the consultation timeframe is open to debate

² BAILII, England and Wales Court of Appeal (Civil Division) Decisions, Accessed: 13 December 2016.

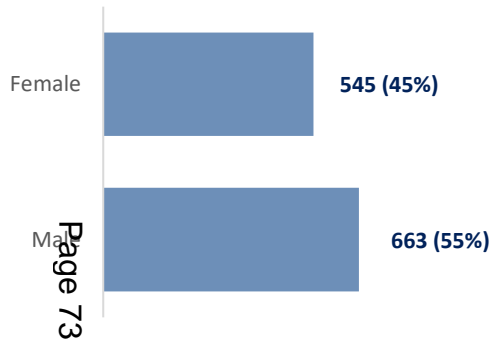
³ BAILII, United Kingdom Supreme Court, Accessed: 13 December 2016

⁴ The information used to produce this document has been taken from the Law of Consultation training course provided by The Consultation Institute

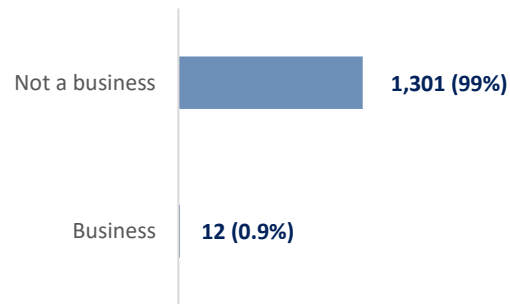
Total responses | **1,354 survey responses**
17 email responses
1,371 total

Graphs on this page are labelled as count (percentage).

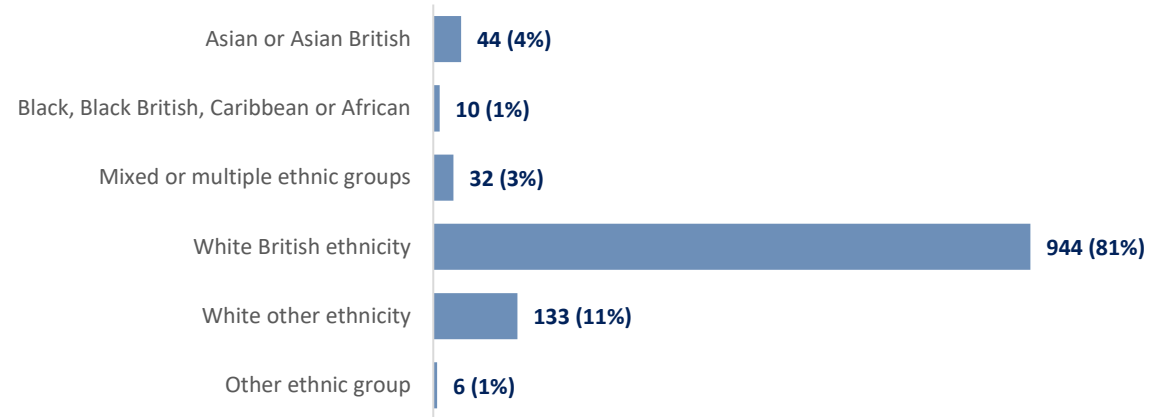
Sex



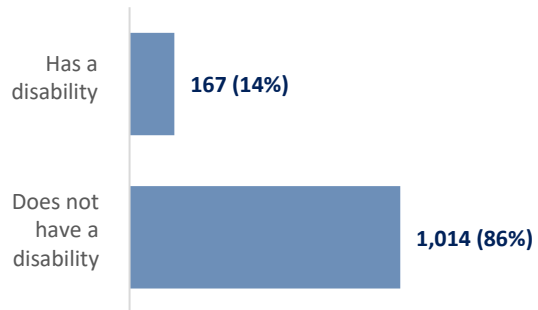
Business



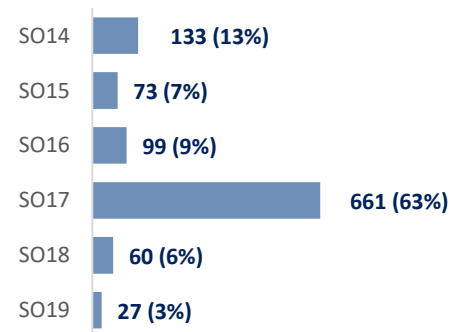
Ethnicity



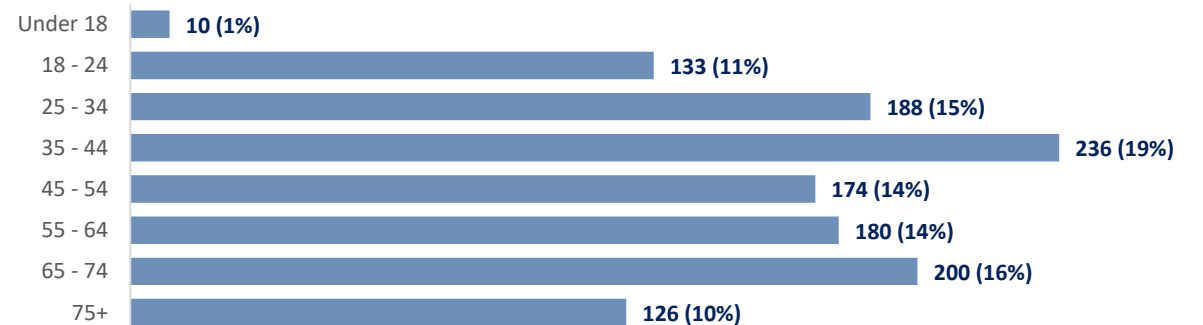
Disability



Postcode

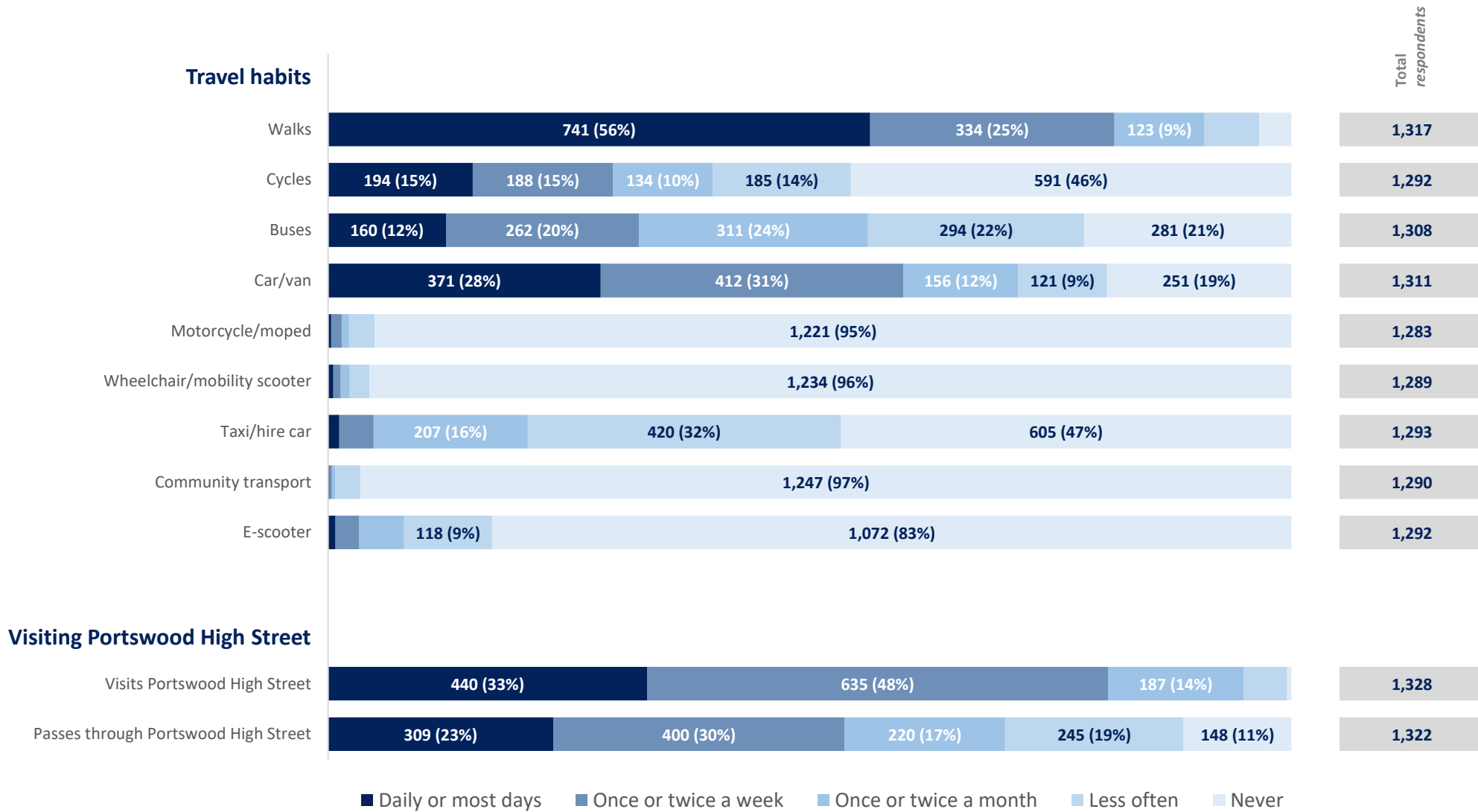


Age



Graphs on this page are labelled as count (percentage).

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Portswood Broadway





“The Portswood Broadway proposals look to introduce a bus gate along Portswood Road, from Highfield Lane to Westridge Road (approximately 150 metres in length).

The bus gate would restrict general traffic from passing through the 150m of bus-gated road: however, general traffic will continue to have access to the Broadway area and any existing parking areas will be retained via adjusted routes. The bus gate would still allow buses, cycles, taxis and other authorised vehicles to pass fully along the Broadway.

By restricting general traffic through the Broadway but still allowing access to car parking spaces, we will improve bus journey times and deliver economic, social and environmental benefits, supporting the Southampton Pound locally, or as social value more widely, through:

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- The creation of additional pedestrian space of over 550 square metres, the equivalent of two tennis courts;
- Attracting more people to visit and spend at local businesses;
- Installation of seven benches allowing the elderly, disabled and families to sit and rest;
- Two new zebra crossings;
- Improved disabled access;
- Improved bus journey times and reliability;
- Addition green infrastructure such as planters and trees
- Additional tables and chairs for al fresco dining, with a potential for 50 tables and 100 seats;
- Improvements to air quality, and;
- Making our junctions safer for people who choose to walk or cycle.

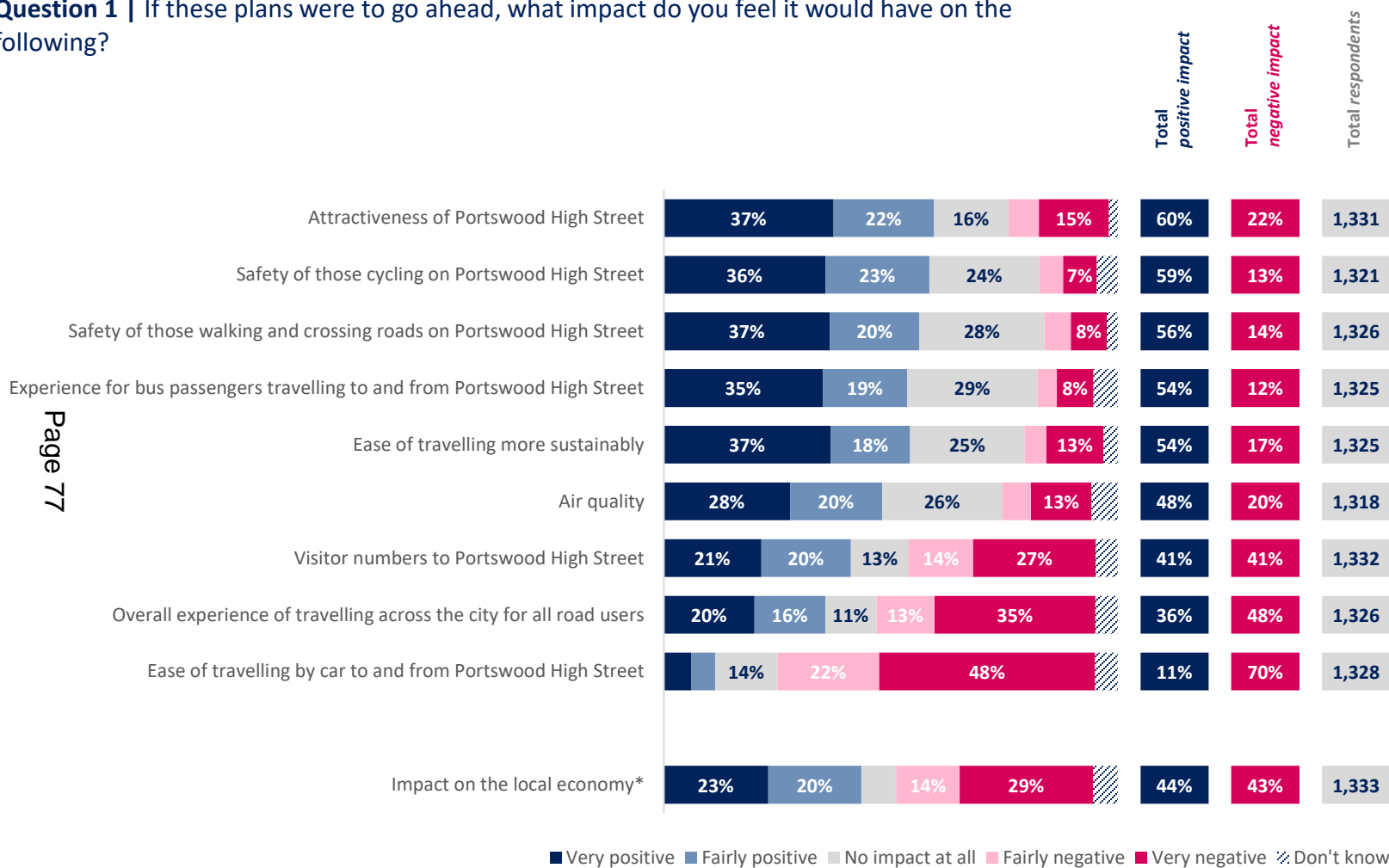
The proposals would improve the junction of Portswood Road and Highfield Lane to provide better walking and cycling access, upgrade the junction to smart signals to reduce waiting time and further improve bus journey time and reliability.“





Question 1 | If these plans were to go ahead, what impact do you feel it would have on the following?

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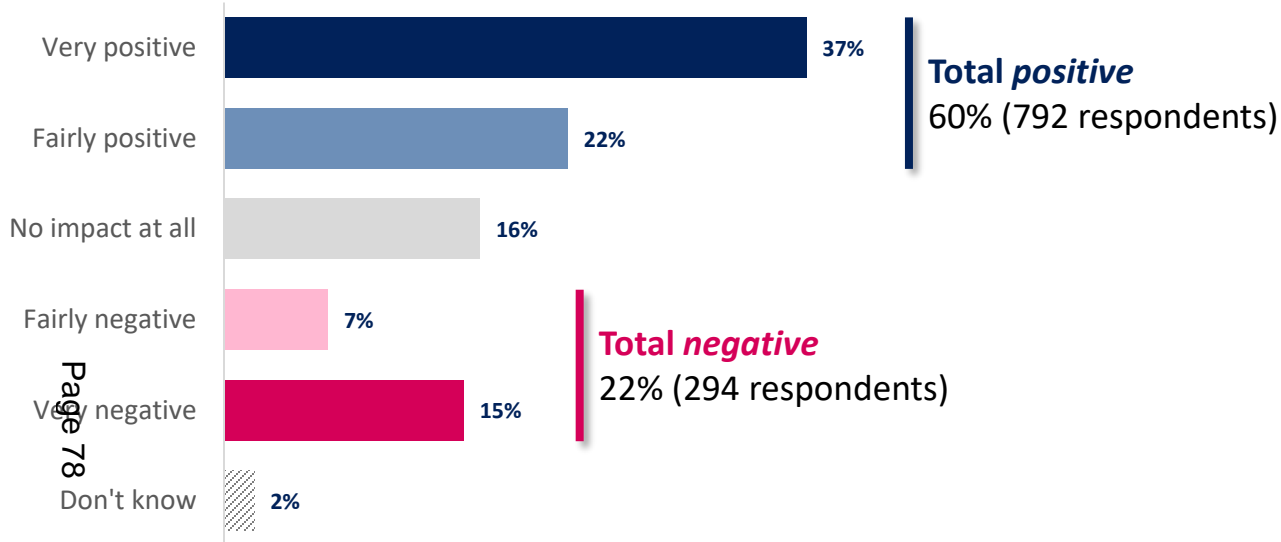
Key findings

- Five of the nine aspects of the proposals asked about were rated as having a *positive* impact by more than 50% of respondents
- The four aspects where the proposals were not rated as having a positive impact by more than 50% of respondents were air quality (48% *positive*), visitor numbers to Portswood High Street (41% for both positive and negative impact) and the overall experience of travelling across the city, with the latter being rated as *negative* impact by 48% of respondents, including 35% that responded *very negative*
- 70% said that the proposals would have a *negative impact* on the ease of travelling by car to and from Portswood, including 48% that said they would have a *very negative impact*
- In most cases where respondents responded positive by more than 50%, the next most popular response was *neither positive or negative* between 24% and 29%, apart from the attractiveness of Portswood High Street, where 22% responded *negative impact*

*Asked as a separate question [Question 6, If these plans were to go ahead, what impact do you feel it would have on the local economy?] but included here as it uses the same scale as question 1 [If these plans were to go ahead, what impact do you feel it would have on the following?]

Question 1a | If these plans were to go ahead, what impact do you feel it would have on the following? *Attractiveness of Portswood High Street*

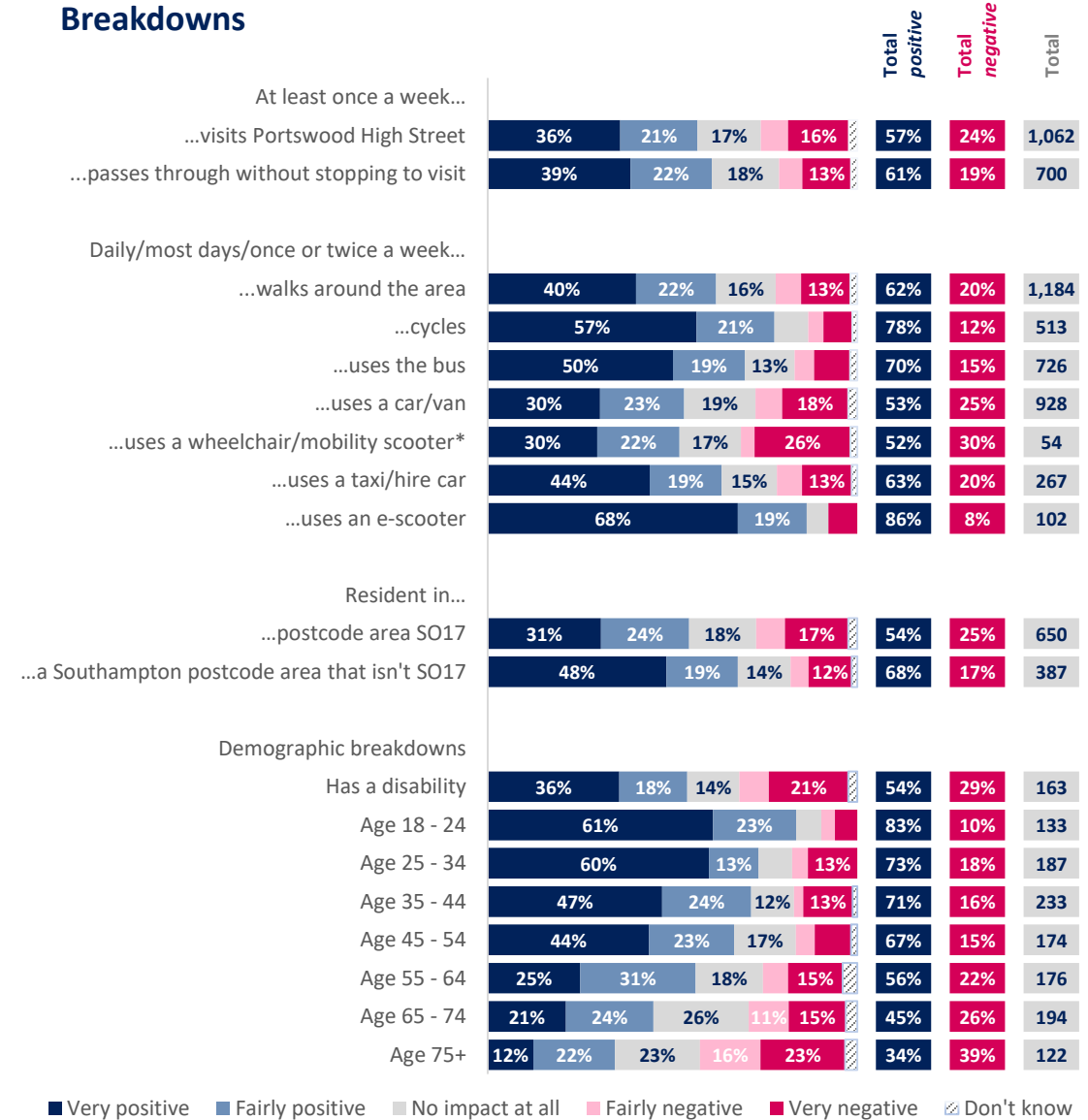
Responses | **1,331**



Key findings

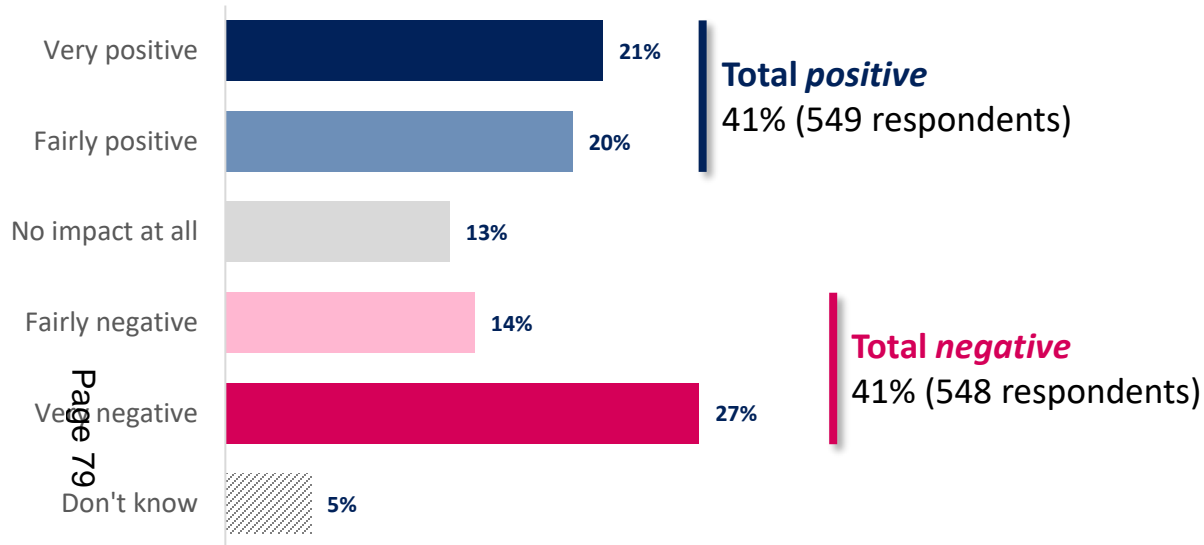
- 60% of respondents said that the proposals would have a *positive* impact on the attractiveness of Portswood High Street, with 22% saying that it will have a *negative* impact
- Respondents that use buses, cycles, and e-scooters responded *positive* impact between 70% and 86%, including more than 50% responding *very positive* impact in each breakdown
- Respondents aged 65 or older were the only breakdowns to respond *positive impact* at less than 50% (45% and 34% respectively), with those aged over 75 responding *negative impact* to a greater extent than *positive*
- The number of respondents responding *positive impact* decreases moving up the age brackets, from 83% of those aged 18 – 24 to 34% of those aged 75 or older

Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

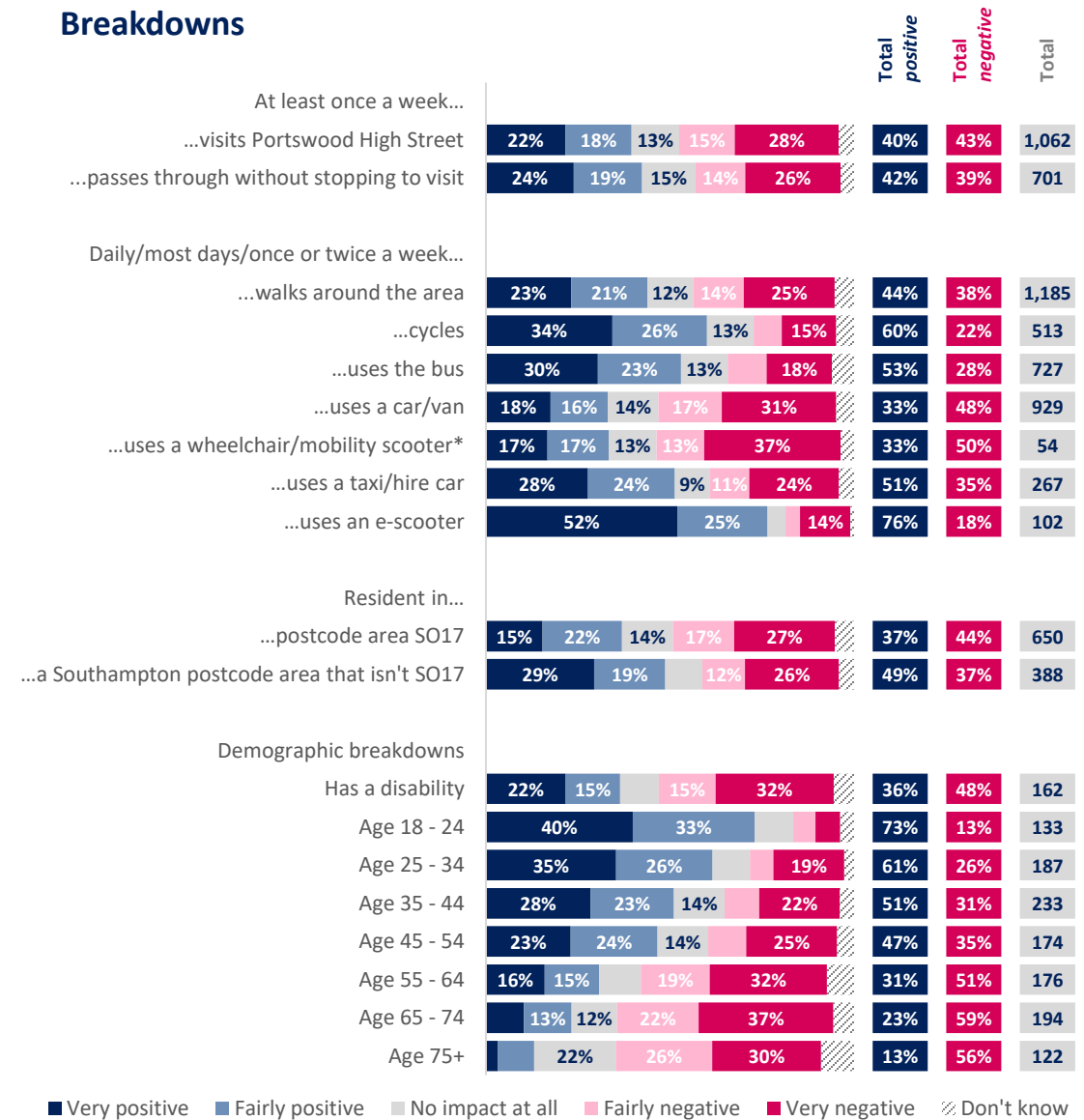
Question 1b | If these plans were to go ahead, what impact do you feel it would have on the following? *Visitor numbers to Portswood High Street* Responses | **1,332**



Key findings

- Responses overall were split evenly between *positive* and *negative* sentiment (41% each)
- As with the previous question, users of cycles, buses and e-scooters responded *positive* more than 50%, between 53% and 76%, with users of e-scooters also responding 52% *very positive*
- Car users and respondents that use wheelchairs or mobility scooters responded *negative impact* between 48% and 50%
- Residents of SO17 responded *negative impact* 7% points more than *positive impact* 44% to 37%; residents elsewhere in Southampton responded 49% *positive* and 37% *negative*
- Again, the percentage of respondents that responded *positive impact* decreases moving up the age brackets, from 73% of those aged 18 – 24 to 13% of those aged 75 or older

Breakdowns

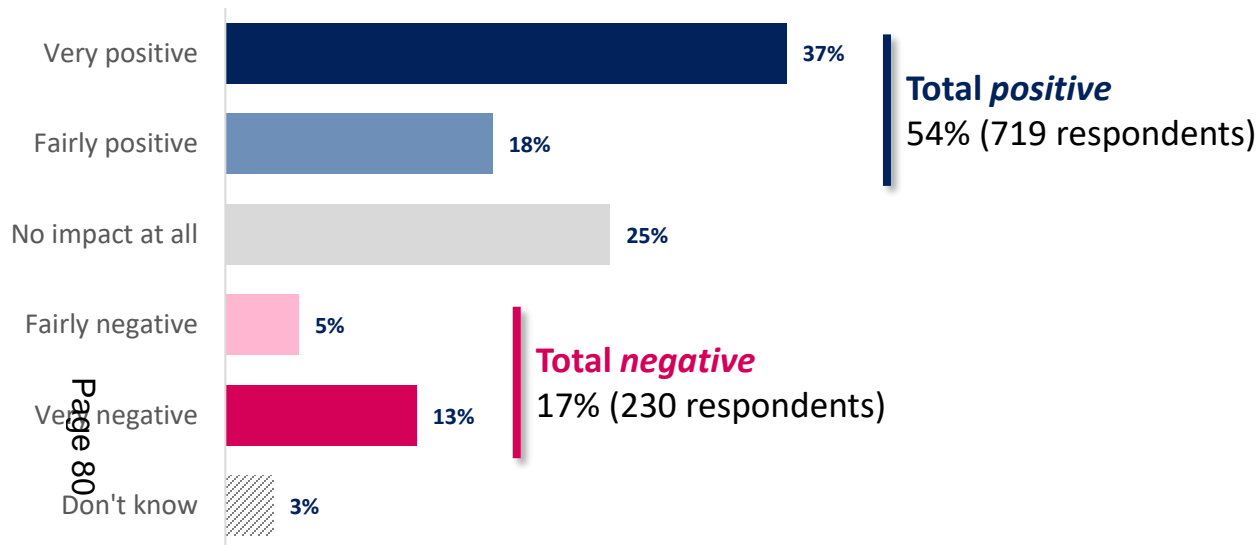


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 1c | If these plans were to go ahead, what impact do you feel it would have on the following? *Ease of travelling more sustainably*

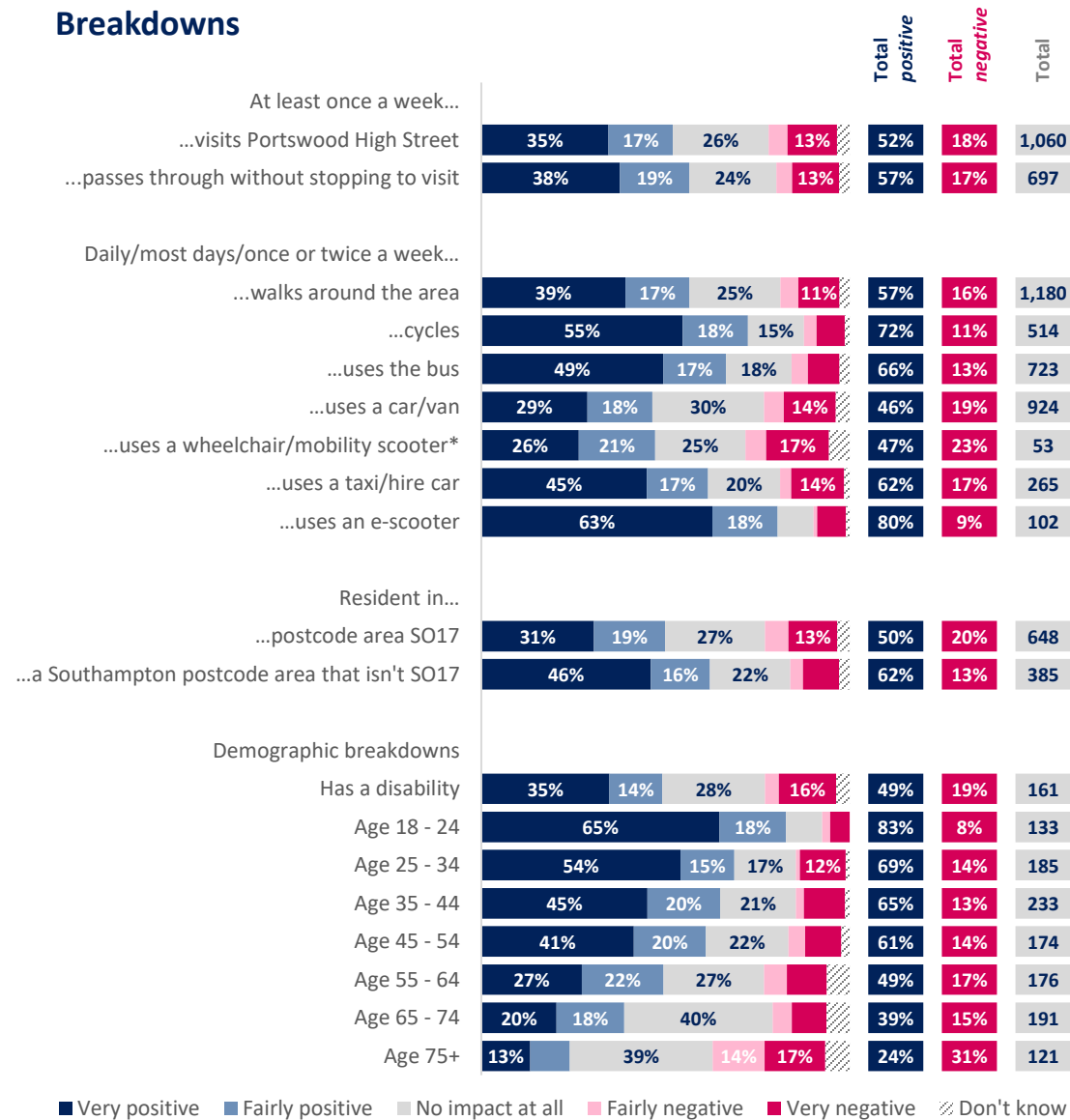
Responses | 1,325



Key findings

- Respondents overall responded *positive* at 54% and *negative* at 17%, with *no impact* selected to a greater extent than *negative impact* at 25%
- Of transport-related breakdowns, all said that the proposals would have a *positive* impact on travelling more sustainably by 50% or more, apart from car users, who responded 46% *positive* and 19% *negative* impact, and wheelchair/mobility scooter users, who responded 47% *positive* and 23% *negative*
- Again, as with previous questions, *positive* responses decrease moving up the age brackets from 83% of those aged 18 – 24 to 24% of those aged 75 or older

Breakdowns

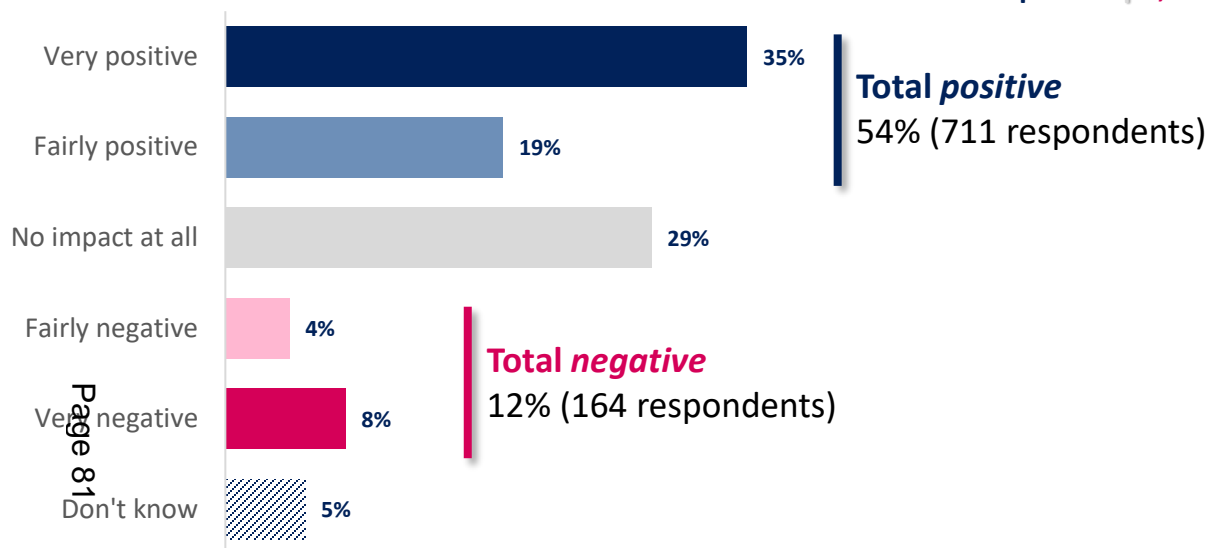


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 1d | If these plans were to go ahead, what impact do you feel it would have on the following? *Experience for bus passengers travelling to and from Portswood High Street*

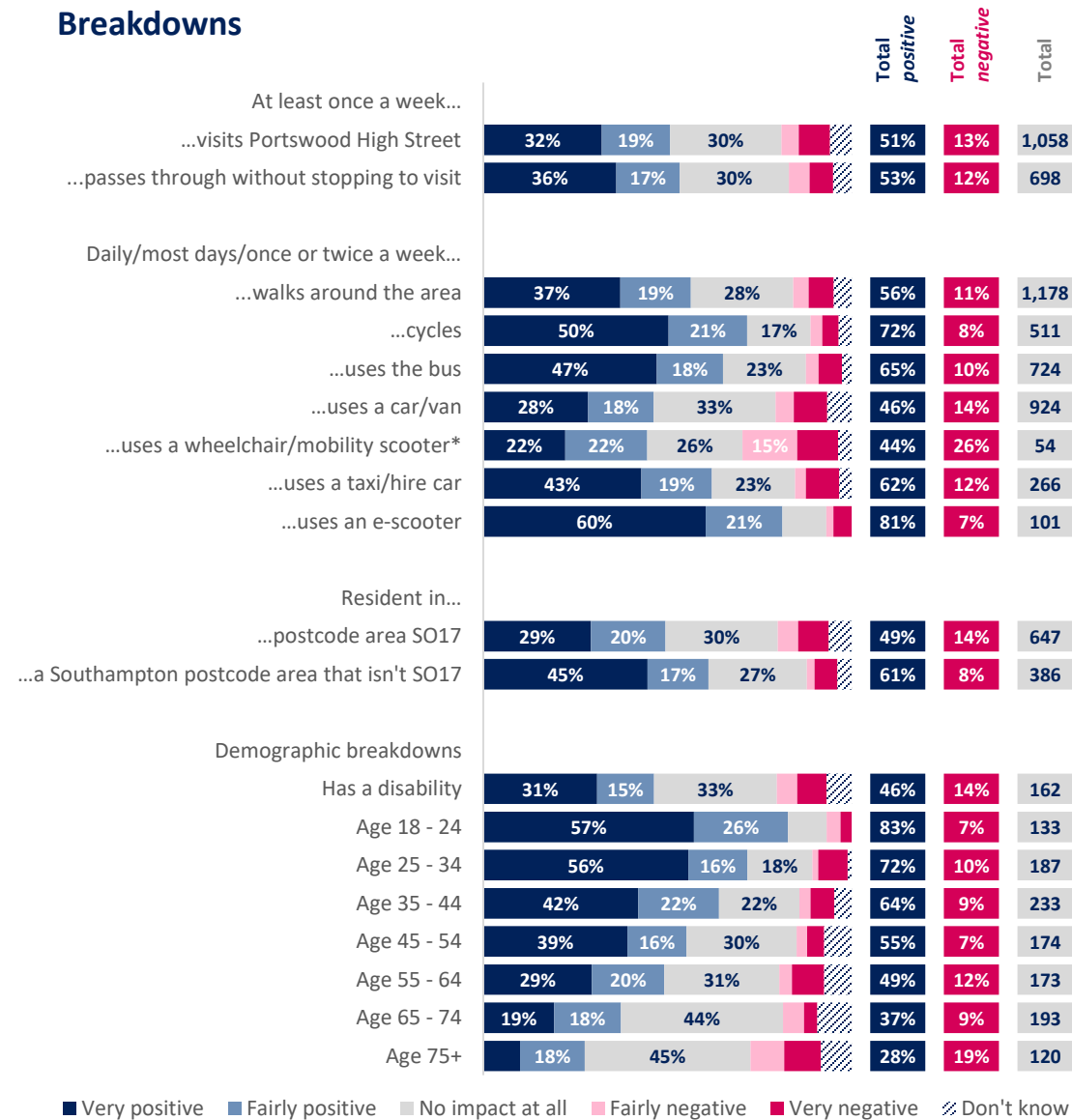
Responses | 1,325



Key findings

- Respondents overall responded *positive* at 54% and *negative* at 12%, with *no impact* selected to a greater extent than *negative impact* at 29%
- Of transport-related breakdowns, all said that the proposals would have a *positive* impact on travelling more sustainably by 50% or more, apart from car users, who responded 46% *positive* and 14% *negative* impact, and wheelchair/mobility scooter users, who responded 44% *positive* and 26% *negative*
- Again, as with previous questions, *positive* responses decrease moving up the age brackets from 83% of those aged 18 – 24 to 28% of those aged 75 or older

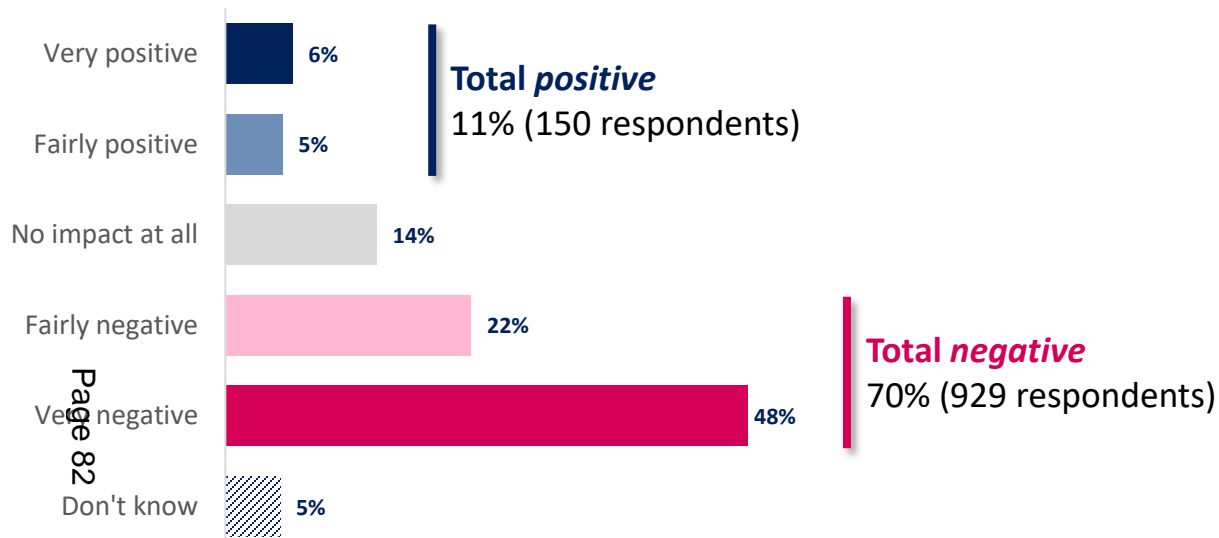
Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



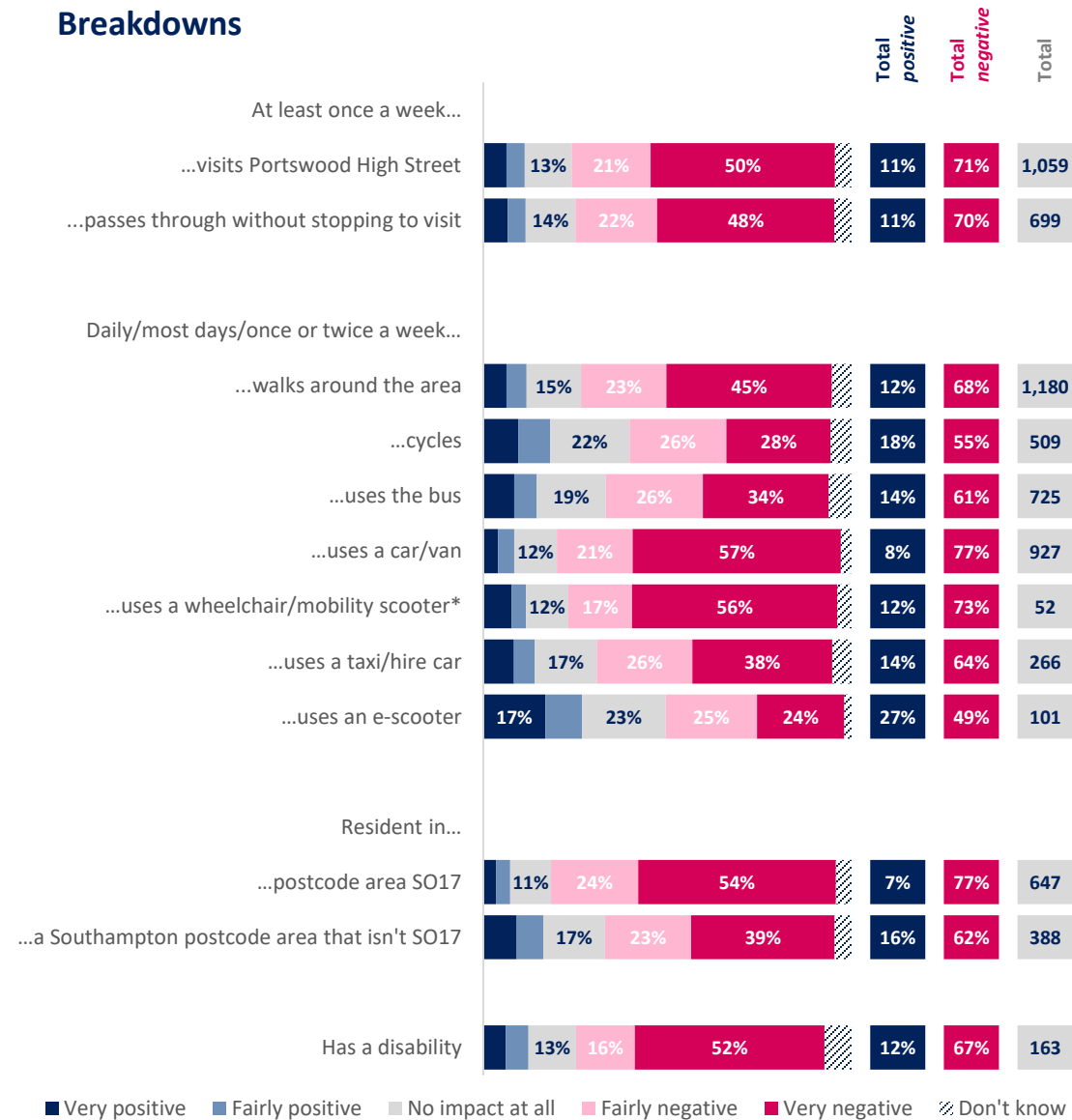
Question 1e | If these plans were to go ahead, what impact do you feel it would have on the following? *Ease of travelling by car to and from Portswood High Street* Responses | **1,328**



Key findings

- 70% of respondents said that the proposals would have a *negative impact* on travelling by car to and from Portswood High Street, including 48% that said it would have a *very negative impact*
- All breakdowns (apart from users of e-scooters) responded *negative impact* by more than 50%, with residents of SO17 responding *negative impact* at 77%; five breakdowns (visitors to Portswood, car users, mobility scooter/wheelchair users, SO17 residents and respondents with a disability) also responded *very negative impact* more than 50%

Breakdowns

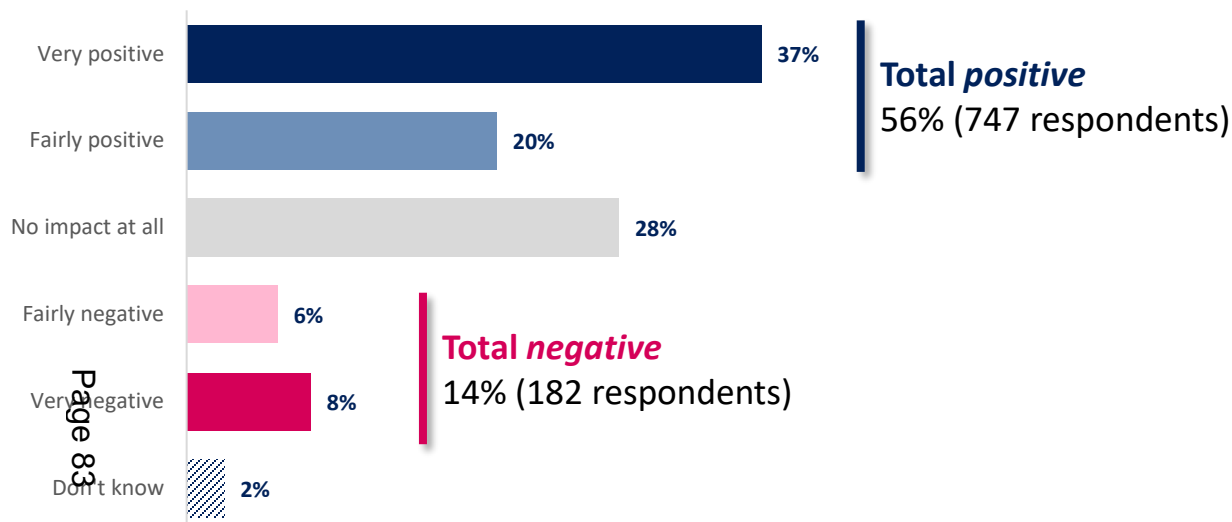


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 1f | If these plans were to go ahead, what impact do you feel it would have on the following? *Safety of those walking and crossing roads on Portswood High Street*

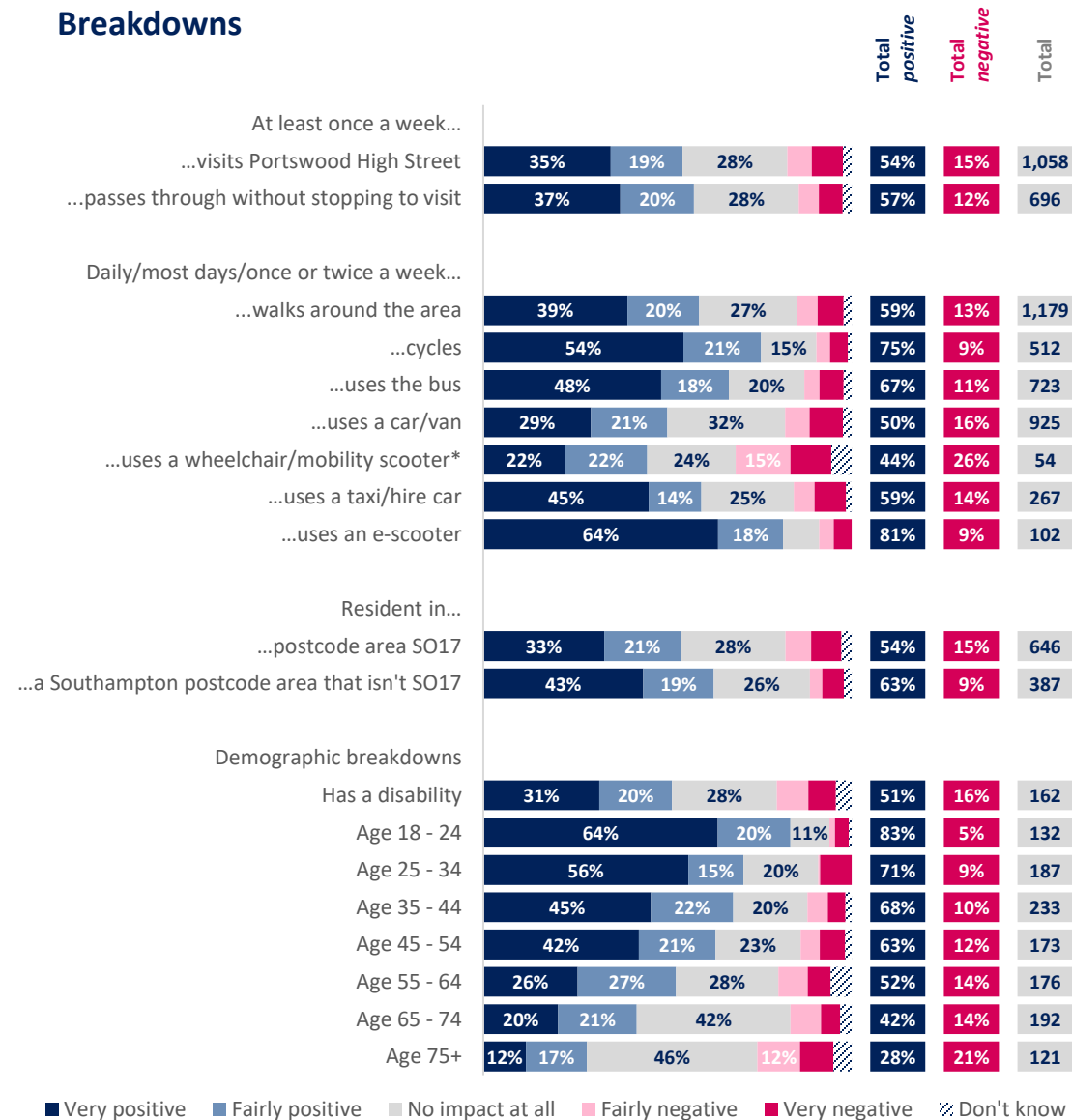
Responses | 1,326



Key findings

- 56% of respondents said that the proposals would have a *positive impact* on the safety of pedestrians on Portswood High Street, with 28% responding *no impact* and 14% responding *negative impact*
- All transport-related breakdowns responded *positive impact* by 50% or more, including cyclists and e-scooter users responding 50% or more *very positive*, apart from wheelchair and mobility scooter users, who responded 44% *positive impact*, 22% points more than those in the same breakdown that responded *negative impact* (26%)
- Again, as with previous questions, *positive* responses decrease moving up the age brackets from 83% of those aged 18 – 24 to 28% of those aged 75 or older

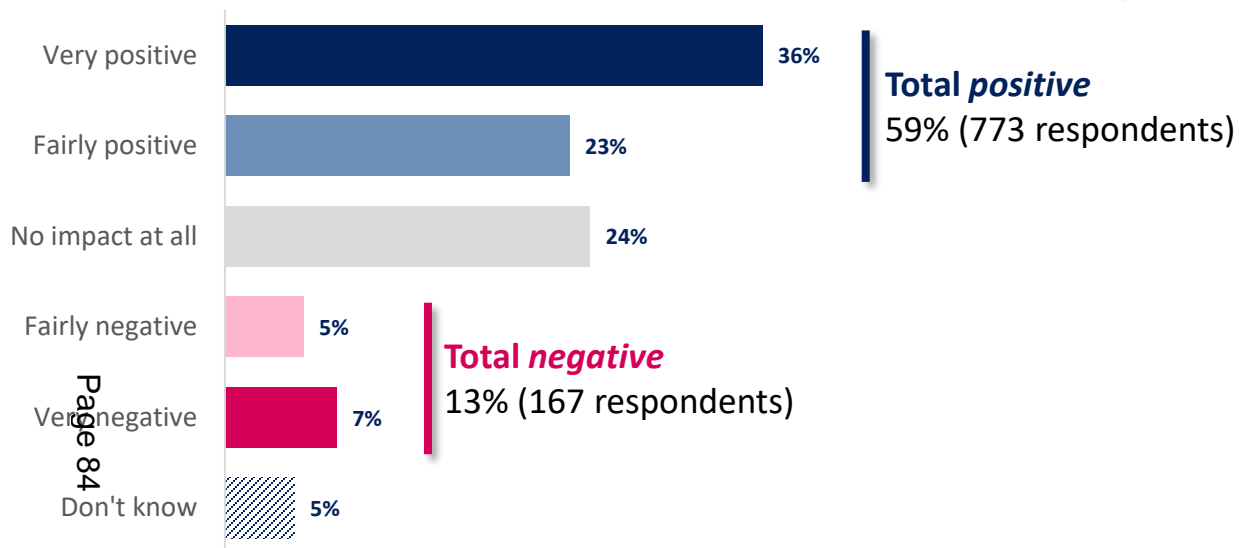
Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

Question 1g | If these plans were to go ahead, what impact do you feel it would have on the following? *Safety of those walking and crossing roads on Portswood High Street*

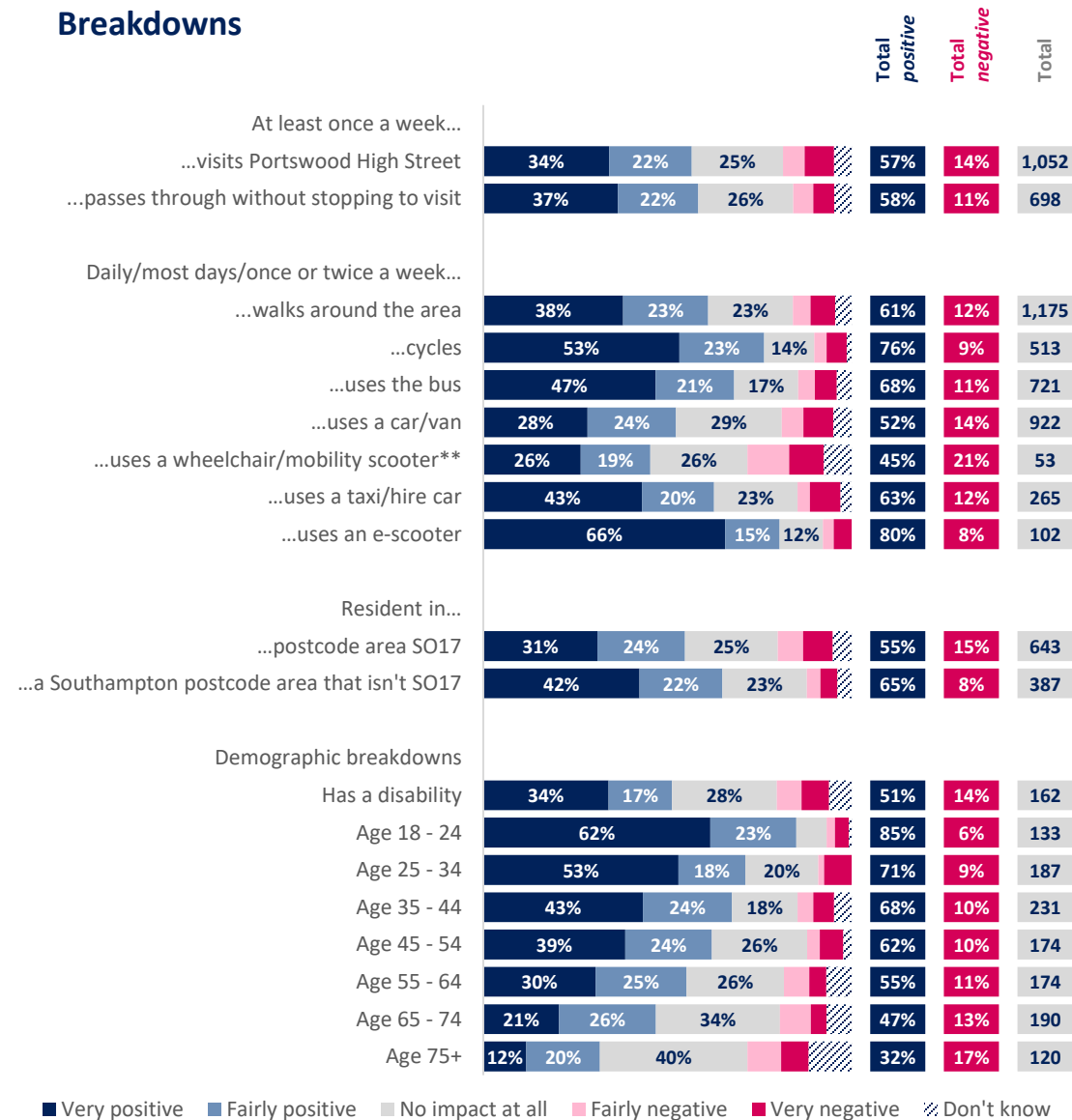
Responses | 1,321



Key findings

- 59% of respondents said that the proposals would have a *positive impact* on the safety of cyclists on Portswood High Street, with 24% responding *no impact* and 13% responding *negative impact*
- Again, all transport-related breakdowns responded *positive impact* by 50% or more, including cyclists and e-scooter users responding 50% or more *very positive*, apart from wheelchair and mobility scooter users, who responded 45% *positive impact*
- Again, as with previous questions, *positive* responses decrease moving up the age brackets from 85% of those aged 18 – 24 to 32% of those aged 75 or older

Breakdowns



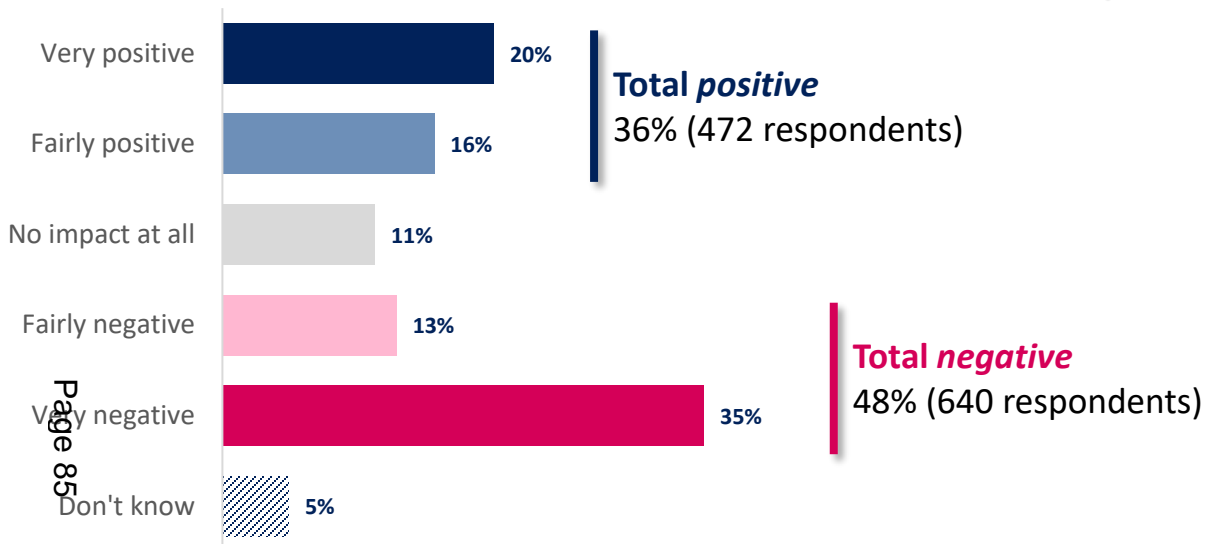
*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Overall experience of travelling across the city for all road users

Question 1h | If these plans were to go ahead, what impact do you feel it would have on the following? Overall experience of travelling across the city for all road users

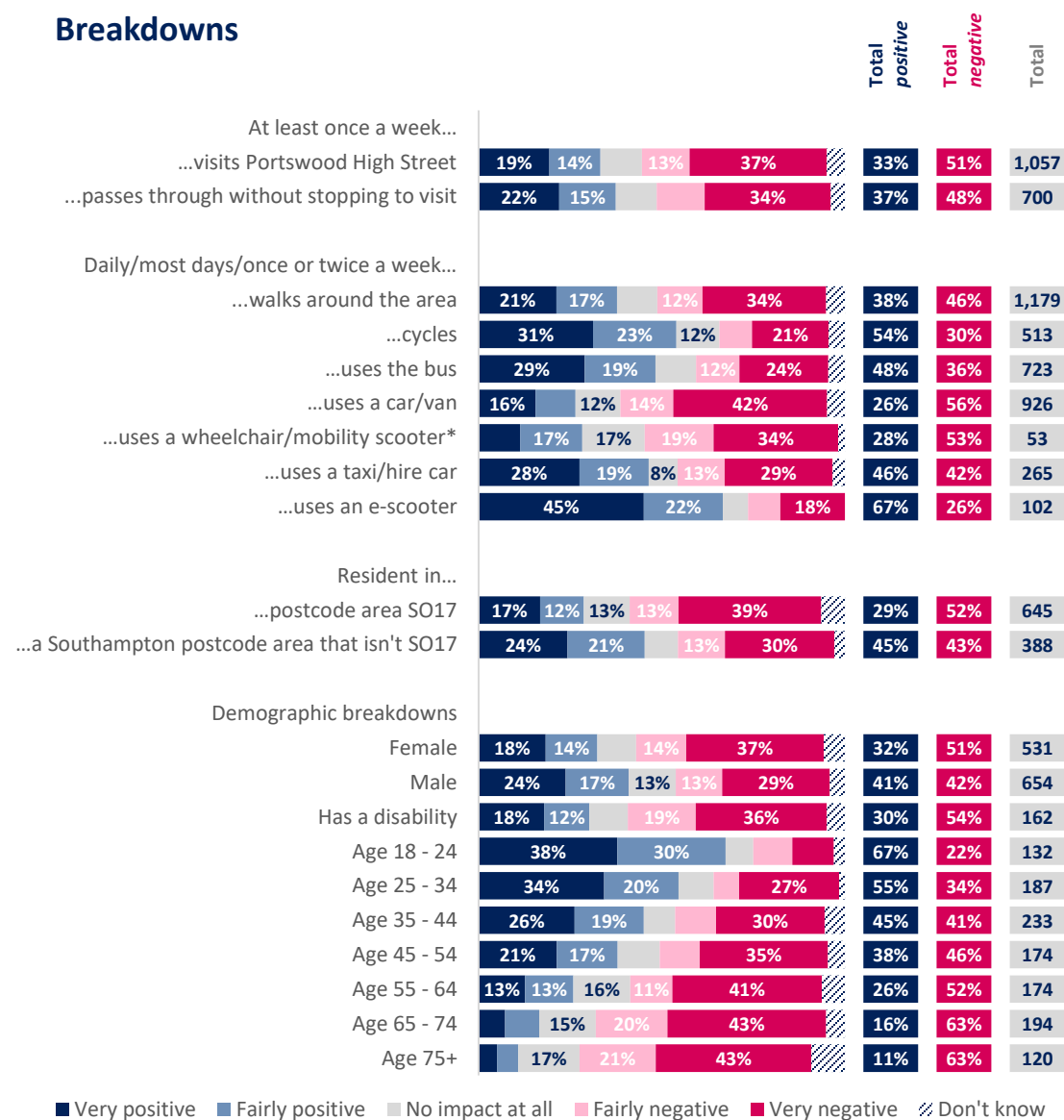
Responses | 1,326



Key findings

- 48% of respondents overall said that the proposals would negatively impact the experience of travelling across the city, compared to 36% that said they would have a positive impact
- Those that regularly cycle and use e-scooters responded positive impact by more than 50%, whereas car users and users of wheelchairs and mobility scooters responded negative impact by 50% or more
- Residents with an SO17 postcode responded negative impact at 52%, 9% points more than those in other areas of the city at 43% negative, who were also more evenly split between positive and negative responses 45% and 43%, compared to respondents in SO17 at 31% and 56%
- As with previous questions, positive responses decrease moving up the age brackets from 67% of those aged 18 – 24 to 11% of those aged 75 or older
- Female respondents responded negative impact at 51%, 9% points more than male respondents at 42%

Breakdowns

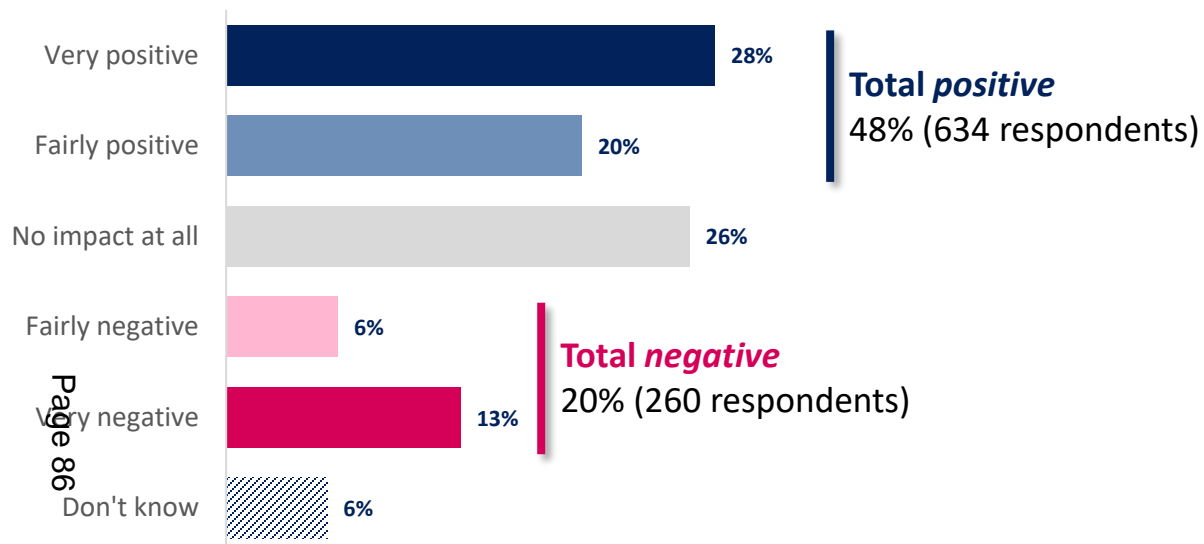


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 1i | If these plans were to go ahead, what impact do you feel it would have on the following? *Air quality*

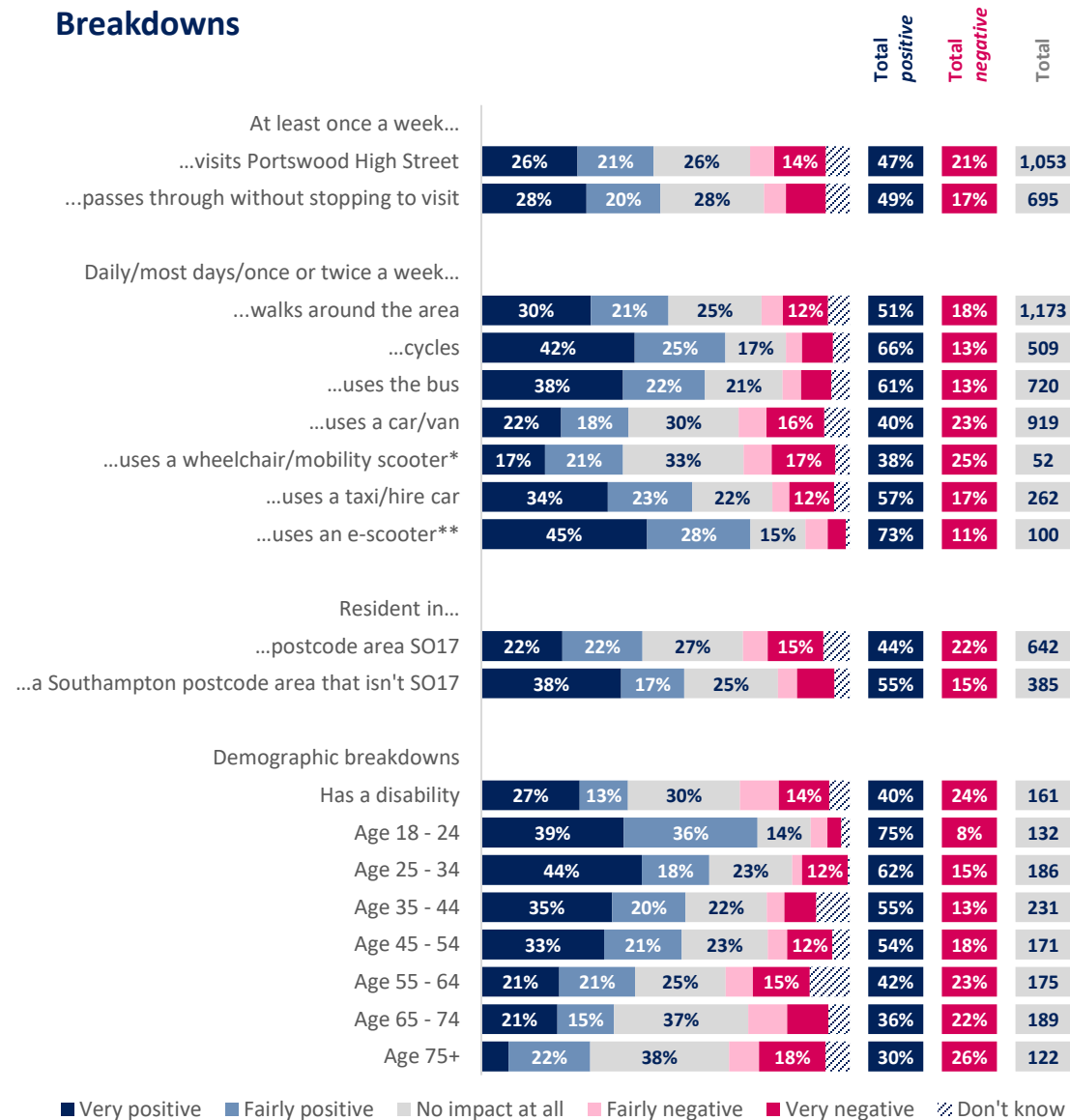
Responses | **1,318**



Key findings

- 48% of respondents overall said that the proposals would negatively impact air quality in the city, compared to 20% that said they would have a *positive* impact on air quality, with more respondents saying that the proposals would have no impact at all (26%) than said they would have a *negative* impact
- All transport-related breakdowns responded *positive impact* by more than 50% apart from car users and users of wheelchairs and mobility scooters, who both responded 38% - 40% *positive* and 23% - 25% *negative*
- Residents with an SO17 postcode responded *positive impact* 11% points less than residents elsewhere in the city 44% to 55%, although the former still responded positively to a greater extent than negatively, 44% to 22%
- As with previous questions, positive responses decrease moving up the age brackets from 75% of those aged 18 – 24 to 30% of those aged 75 or older

Breakdowns

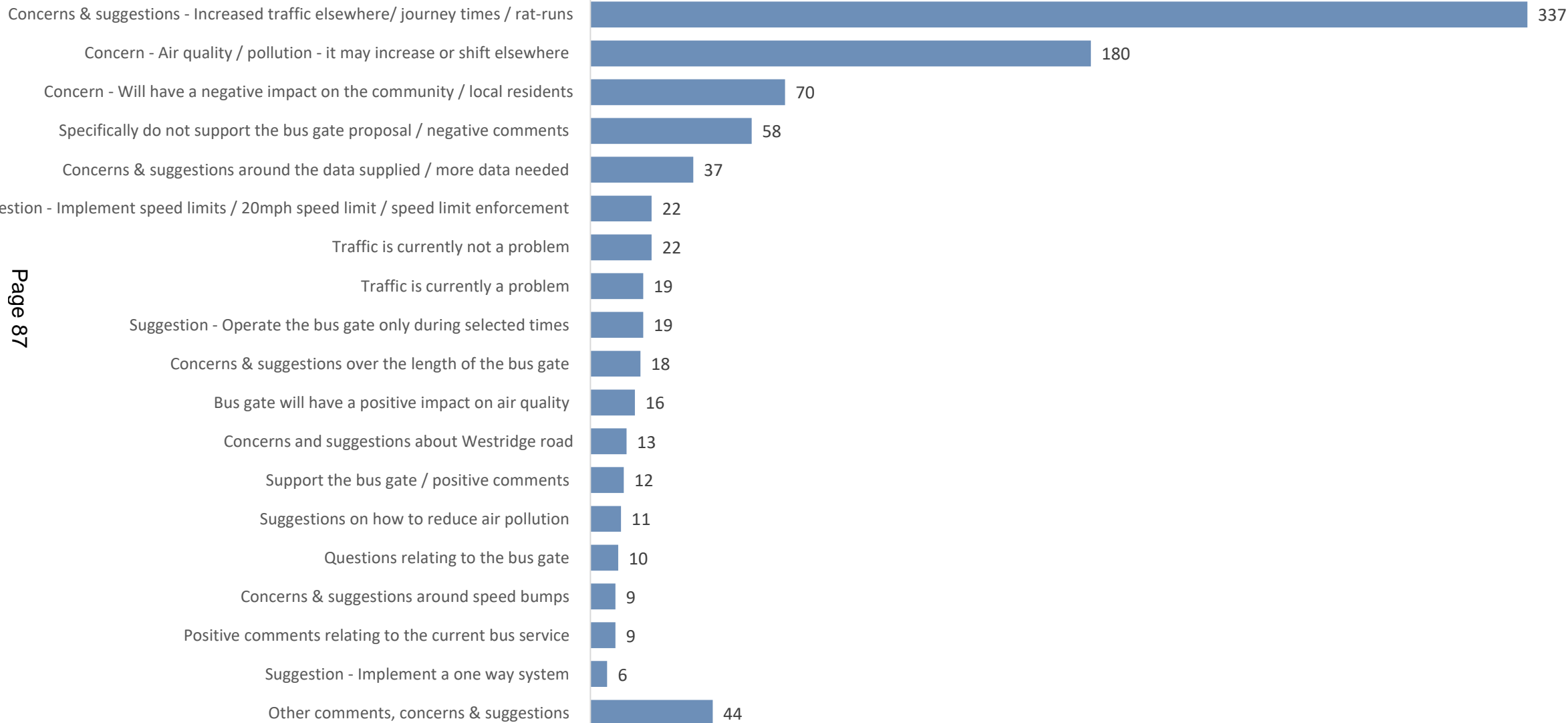


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Portswood Broadway – Specifically Bus gate

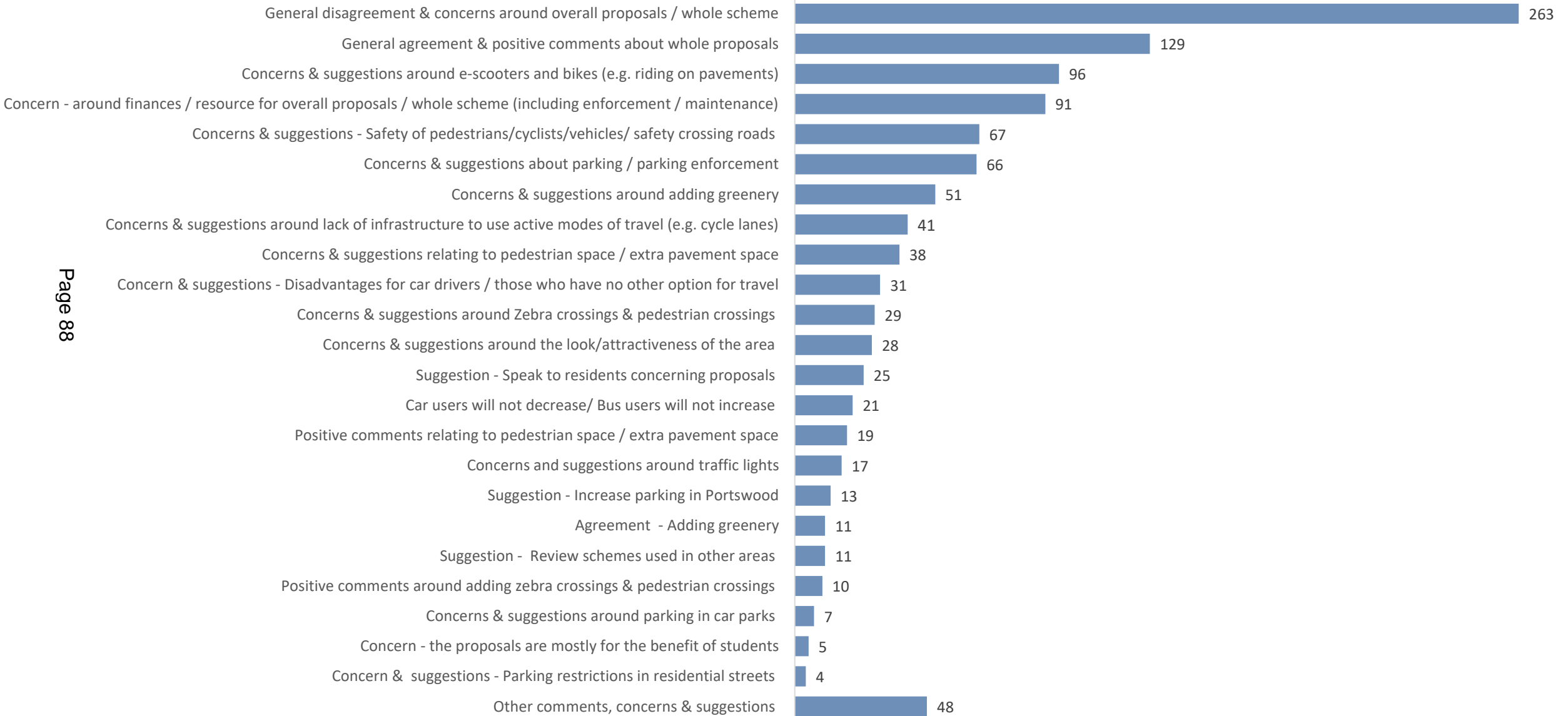
Total free text comments





Portswood Broadway proposals – more generally

Total free text comments





“We are currently investigating the phased introduction of the bus gate should the proposals move forward. We would also be able to provide temporary additional paving along the Broadway to provide the extra pedestrian space the bus gate would allow us to install.

It is important to know that during a phased approach of this scheme we would not be able to provide any of the additional green space initially and it would be added over a longer time frame.”

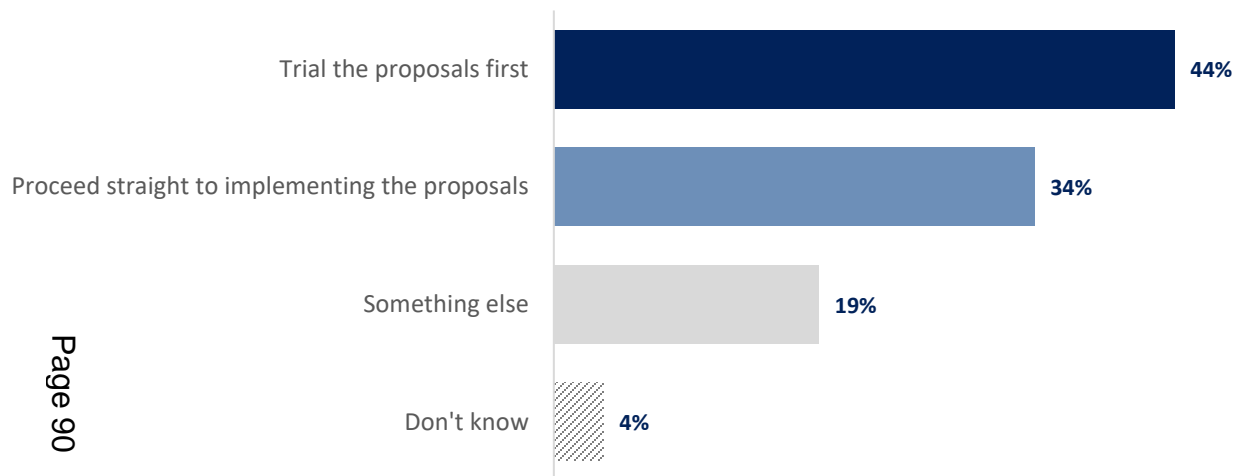
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Question 3 | If plans were approved, which of the following would you prefer?

Responses | 1,282

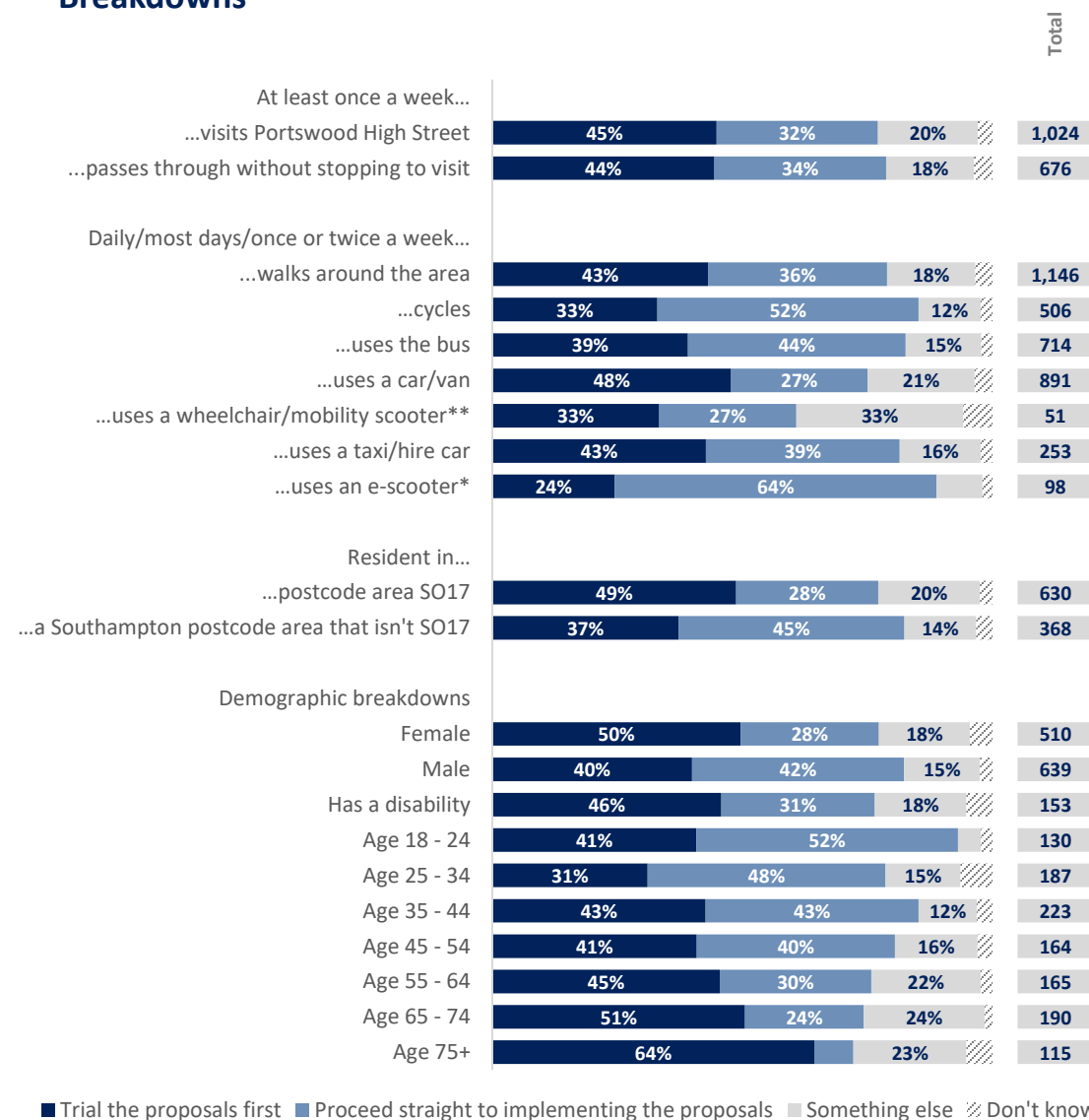


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Key findings

- 44% of respondents overall said that the proposals should be trialled first, including 49% of respondents with an SO17 postcode
- Similar to previous questions, responses change as you move up the age brackets: 41% of 18 – 24 year-olds said the proposals should be trialled first, up to 64% of over-75s: inversely, 52% of 18 – 24 year-olds said the proposals should be implemented straight away, down to 8% of those aged 75 or older
- Female respondents said the proposals should be trialled 10% points more than male, 50% to 40%, with men saying the proposals should be implemented straight away (if approved) to a greater extent than saying they should be trialled first (42% to 40%)
- Users of bicycles and e-scooters said the proposals should be implemented straight away if approved 52% and 64% respectively; car users said that the proposals should be trialled first to the greatest extent at 48%

Breakdowns

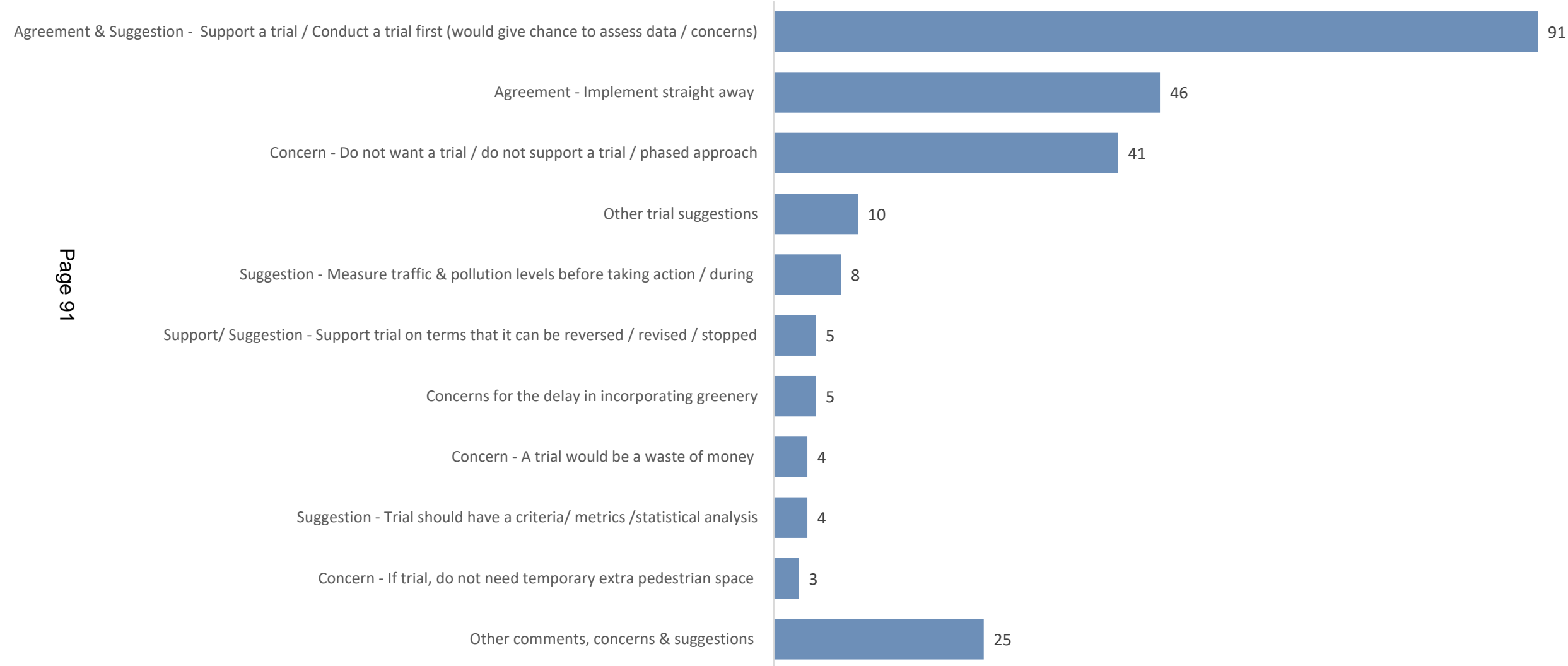


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Portswood Broadway - Phased implementation

Total free text comments



“One of the key concerns raised by residents was about the economic impact on local businesses of a bus-only zone on a section of [Portswood] Broadway. To address these concerns and measure their impact, we commissioned an independent Economic Impact Assessment (EIA) to look more specifically at the impact [a bus-only zone] would have on the Portswood area. The full report is available online at transport.southampton.gov.uk/portswood.

This assessment has been based on and follows the principles set out in the HM Treasury Green Book. Key findings from the initial assessment include:

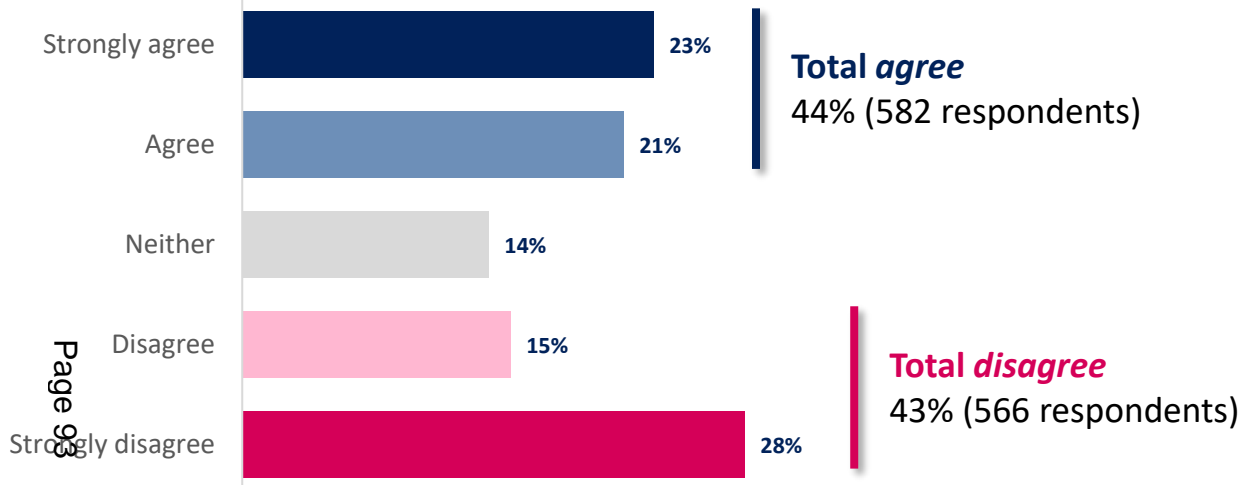
- **The Portswood Project scheme will generate around £8 for every £1 of investment.** The long-term economic benefits to the Southampton economy, through uplift in sales and increased employment opportunities, support the Southampton Pound objective of community wealth building.
- **An additional 30 full-time-equivalent (FTE) jobs.** The proposals are predicted to generate additional jobs on the Broadway as the consumer benefits from increased trading space and longer opening hours to attract more people.
- **An additional £32,705,000 Gross Value Added (GVA) to the local economy over 10 years.** This is due to the increased footfall compared with if the scheme was not implemented.
- **A 5% uplift in trade.** Businesses trading in retail, leisure, food services and other business services could expect a 5% uplift in trade from the additional footway space and improvements bringing more people to the area.

We hope the EIA provides residents and businesses with some supporting information to help inform their responses to the Phase 2 consultation. We want to make sure that local businesses are fully supported as part of the second phase of this consultation - we will therefore focus on providing advice and guidance on how businesses can get the full benefit of the scheme should it go ahead, and continue to work with them on the specific concerns raised.”



Question 5 | To what extent do you agree or disagree that we have adequately assessed and provided sufficient information on the potential economic impact of the proposals?

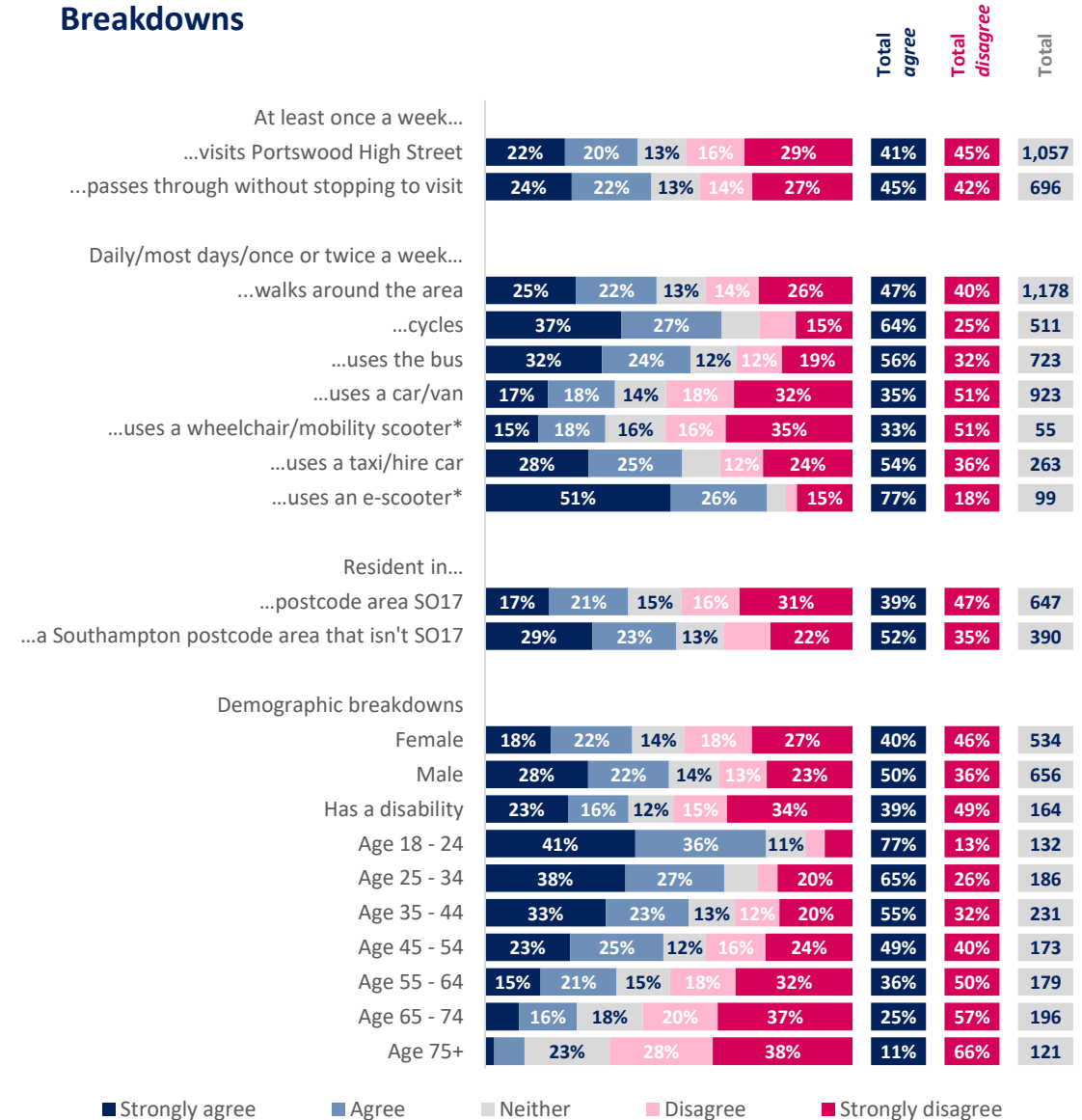
Responses | 1,329



Key findings

- Respondents were split on this question, with 44% saying that they *agreed* and 43% saying that they *disagreed*
- Cyclists, bus users, taxi users and respondents that use e-scooters responded *agree* by more than 50% each, where car users and those that use wheelchairs or mobility scooters *disagreed* at 51% each
- Respondents in the city outside postcode SO17 responded *agree* 13% points more than those in SO17, 52% to 39%
- Men responded *agree* 10% points more than women, 50% to 40% respectively, and disagreed 10% points less, 36% to 46%
- Again, respondents responded *agree* to a greater extent in lower age brackets, with 77% of 18 – 24 year-olds responding *agree* and 11% of those aged 75 or older doing so (the inverse is also true: 13% of 18 – 24 year-olds *disagree*, 66% of those aged 75 or older *disagree*)

Breakdowns

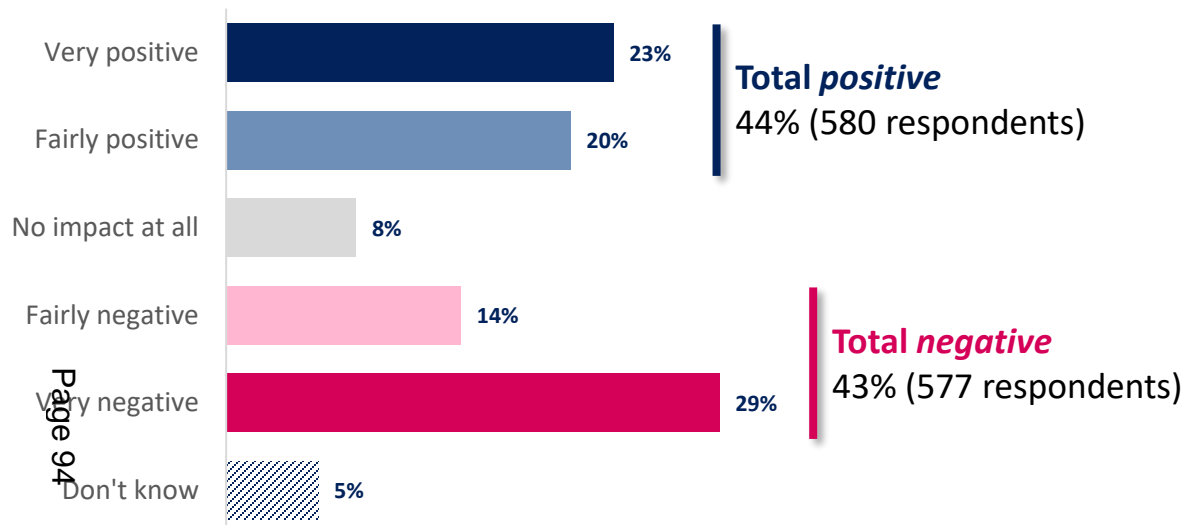


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 6 | If these plans were to go ahead, what impact do you feel it would have on the local economy?

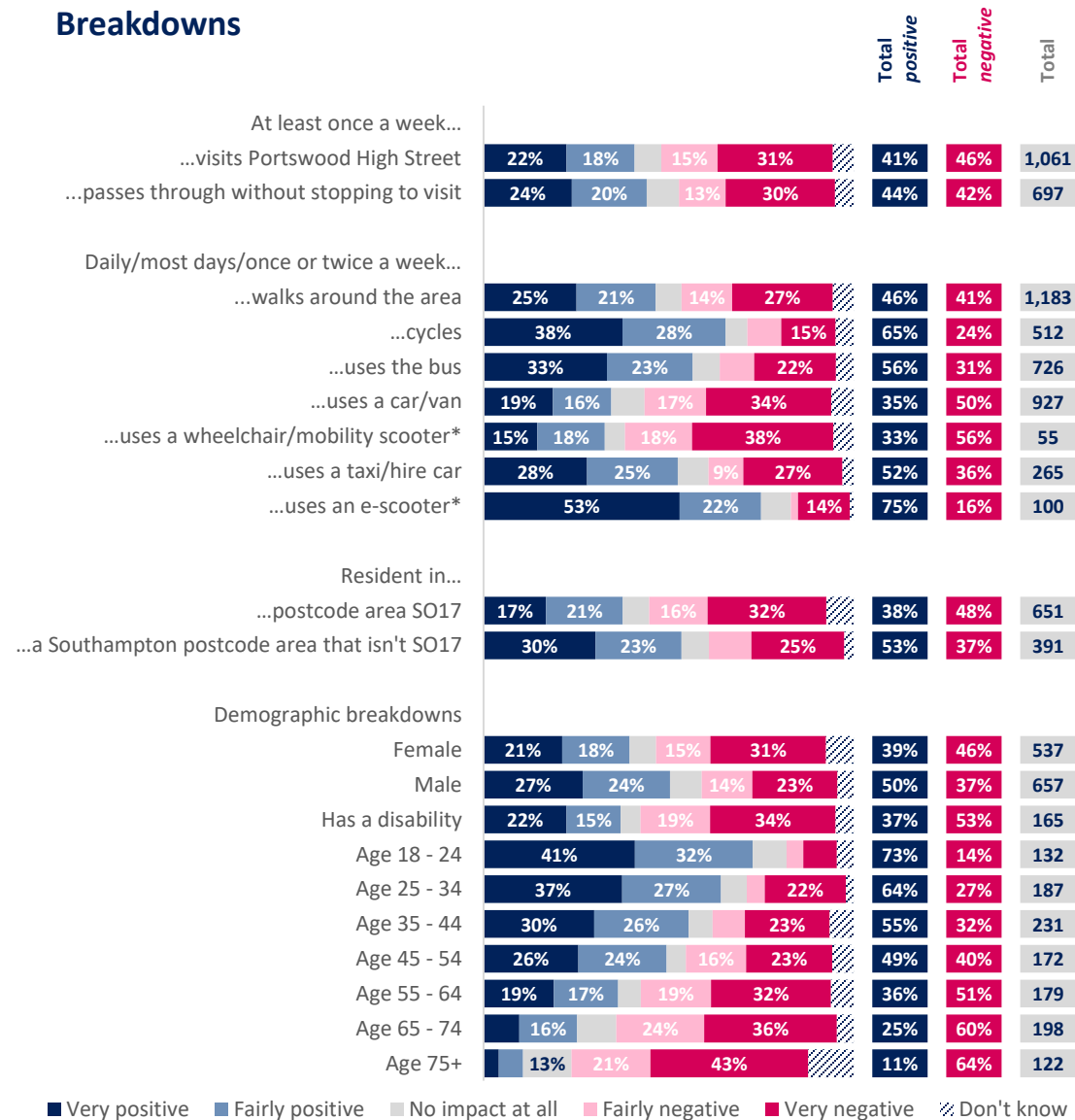
Responses | 1,333



Key findings

- Respondents said the proposals would have both a *positive* and a *negative* impact to a similar extent, at 44% and 43% of respondents overall respectively
- Respondents in the city outside postcode SO17 responded *positive* 15% points more than those in SO17, 53% to 38%, with the latter responding 52% *negative* impact
- Respondents responded *positive* to a greater extent in lower age brackets, with 73% of 18 – 24 year-olds responding *positive* and 11% of those aged 75 or older doing so
- Men responded *positive* impact 11% points more than women, 50% to 39%, with female respondents responding 46% *negative* impact
- Cyclists, bus users, taxi and hire car users and respondents that use e-scooters all responded *positive* by more than 50%, with car users and users of wheelchairs and mobility scooters responding more than 50% *negative* impact

Breakdowns

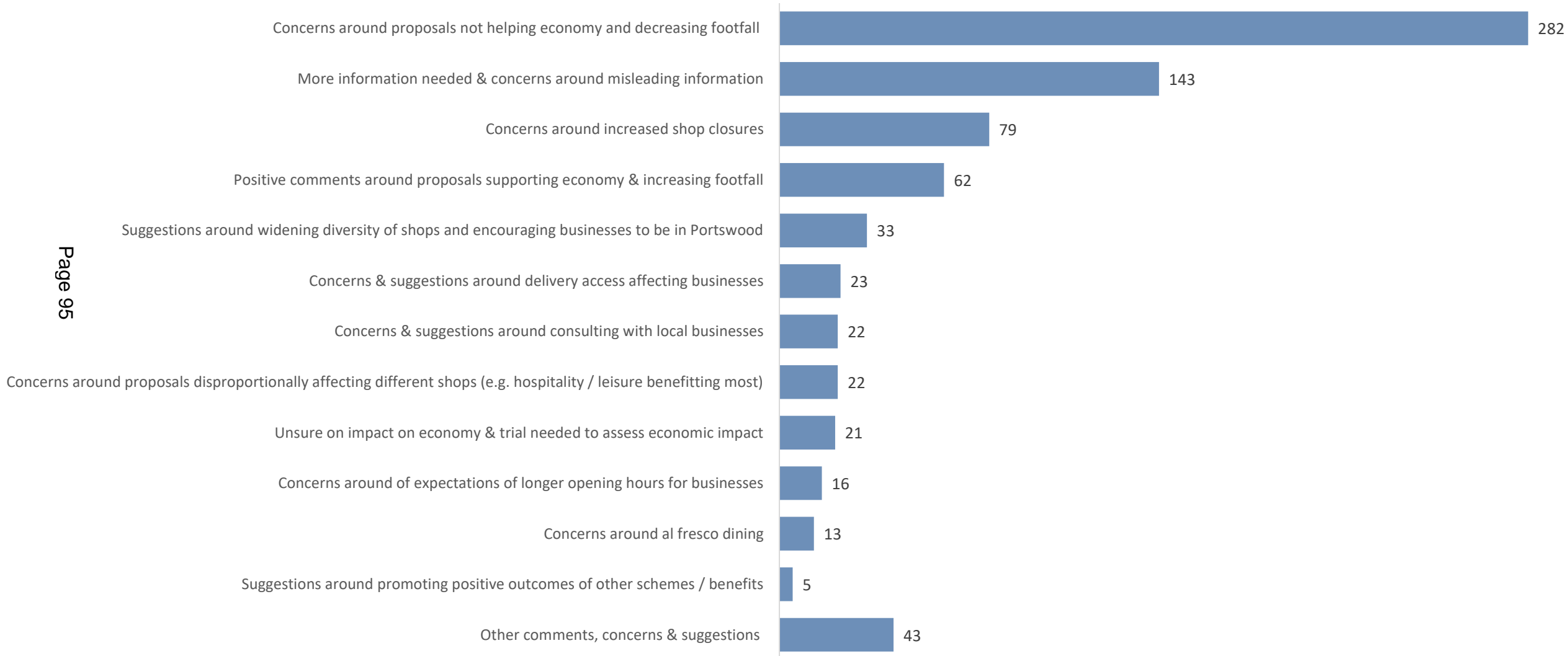


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Portswood Broadway - Economic impact

Total free text comments





“Access for people with mobility issues, especially those that have no alternative but to use their car, will also be improved with better pedestrian access into Westridge Road car park and more parking for people with disabilities around the area.

As part of the work on the Active Travel Zone, we would also include additional disabled compliant crossings and improve the condition of our footways.

There will be around seven additional benches along the Broadway for people to sit and rest, and hospitality businesses will be able to offer outdoor seating, where people can socialise with family and friends. The area will also be improved with dementia-friendly design principles being applied to the design of the future Broadway layout. Our new Accessibility Forum will play a crucial role in reviewing the scheme and the design detail.”

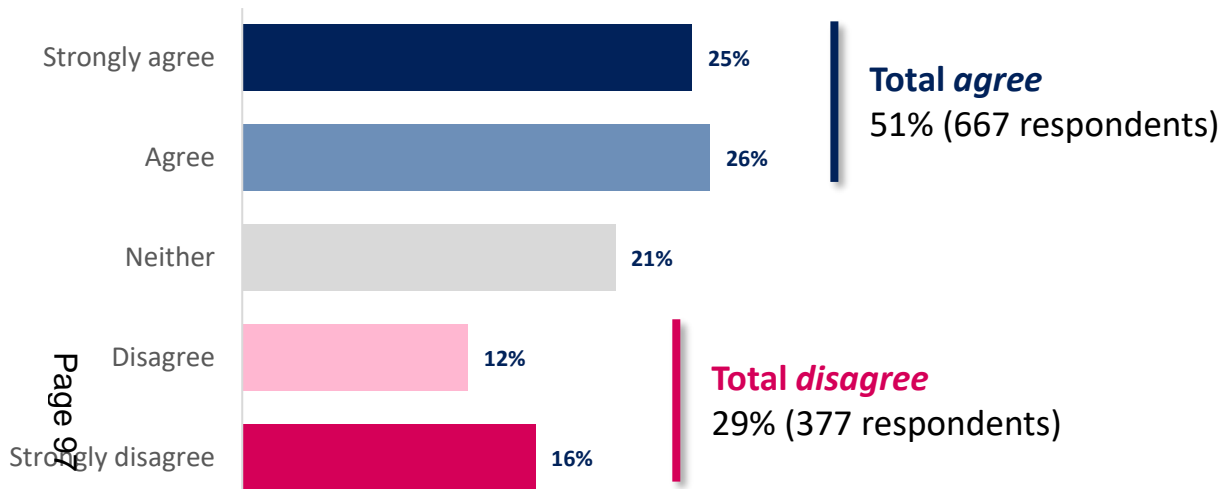
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Question 8 | To what extent do you agree or disagree that we have taken sufficient steps to maintain access for people with mobility issues and people with disabilities?

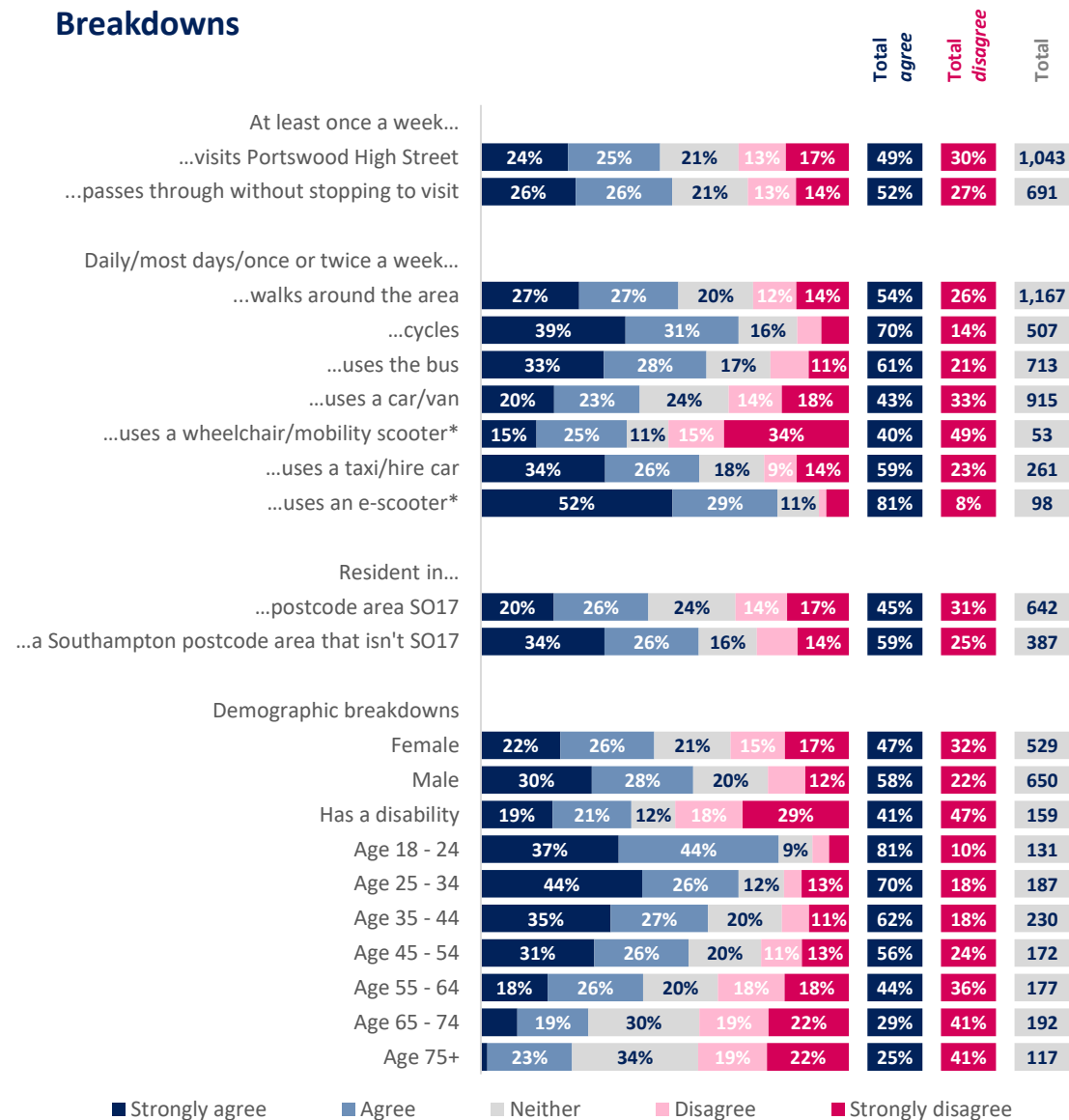
Responses | 1,315



Key findings

- 51% of respondents agreed that sufficient steps were taken to maintain access to Portswood High Street for people with mobility issues and/or disabilities
- Respondents that walk, cycle, bus, taxi or e-scooter *agreed* between 54% and 81%, whereas car/van users and users of wheelchairs and mobility scooters agreed between 40% and 43%, with the latter responding *disagree* to a greater extent than *agree*, 49% to 40%
- Residents of postcode SO17 *agreed* to a lesser extent than Southampton residents of other postcodes, 45% to 59%
- Men *agreed* to a greater extent than women 58% to 47%, and respondents with disabilities *disagreed* to a greater extent than *agreed*, 47% to 41%
- Respondents *agreed* to a greater extent in lower age brackets, with 81% of 18 – 24 year-olds responding *agree* and 25% of those aged 75 or older doing so

Breakdowns

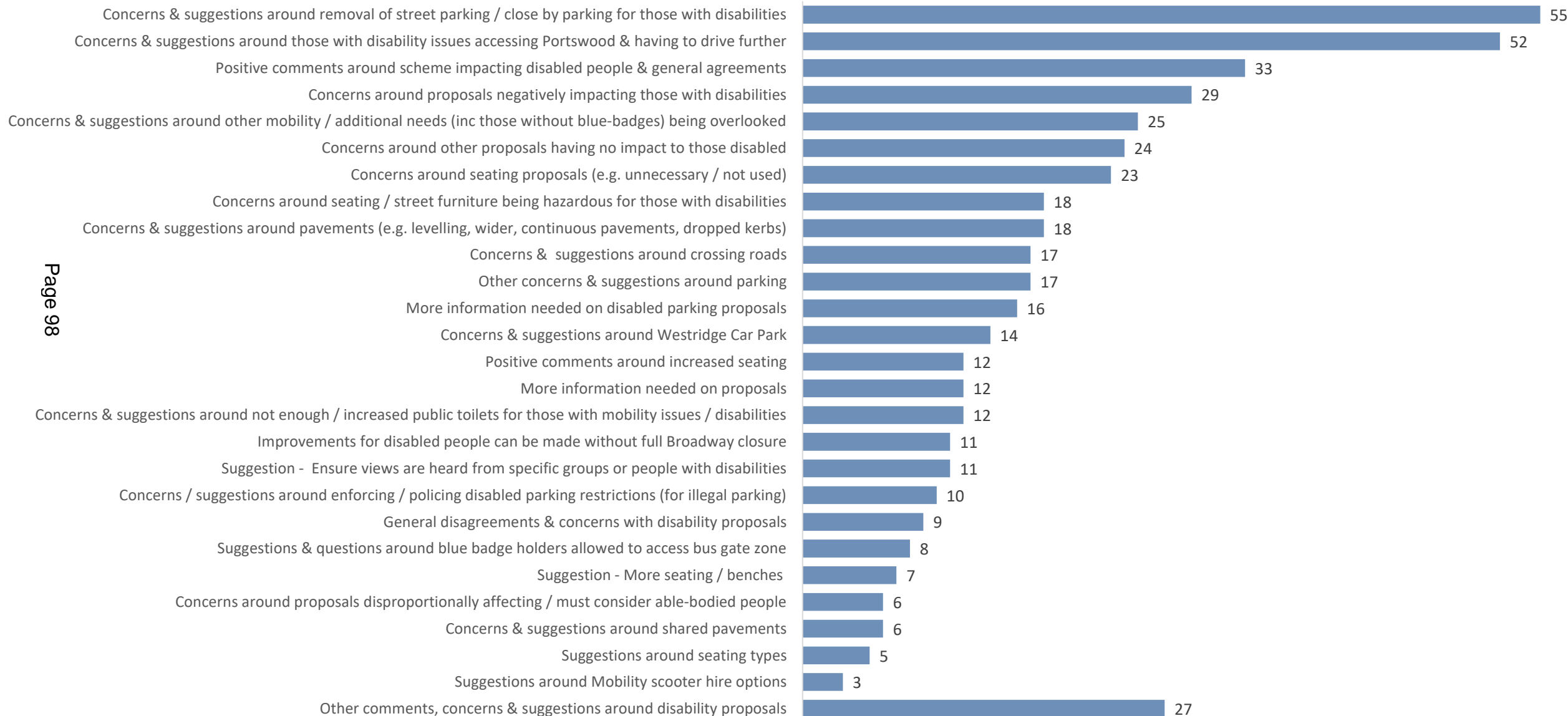


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Portswood Broadway - Mobility issues / disabilities

Total free text comments



“Crime and antisocial behaviour was a key concern raised in Phase 1 of the consultation and one we share. Local street drinking, assaults, theft and other crimes are something we all take very seriously.

The Council, in partnership with our local police officers, are working to ensure these proposals would help address these problems and make the Portswood area safer for us all to enjoy. These proposals would allow us to:

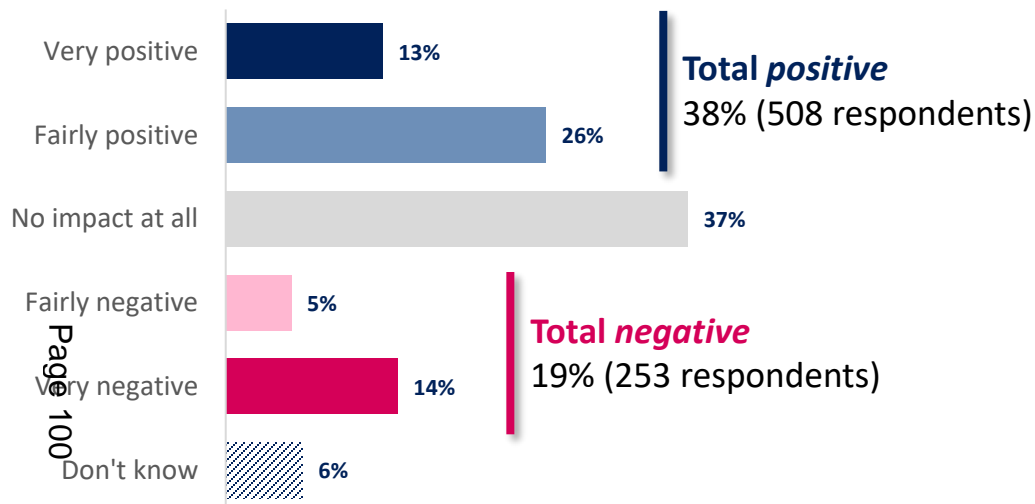
- Provide additional CCTV along the Broadway, helping the police to gather evidence and monitor crimes;
- Design out blind spots and improve street lighting;
- Work with local businesses to form the Portswood Business Engagement Forum, which will help the Council and the police to work better together with local businesses, and;
- Working on community schemes that allow people to better and more easily report crimes.”





Question 10a | What impact do you feel the proposals would have on the following? *Reducing crime and antisocial behaviour*

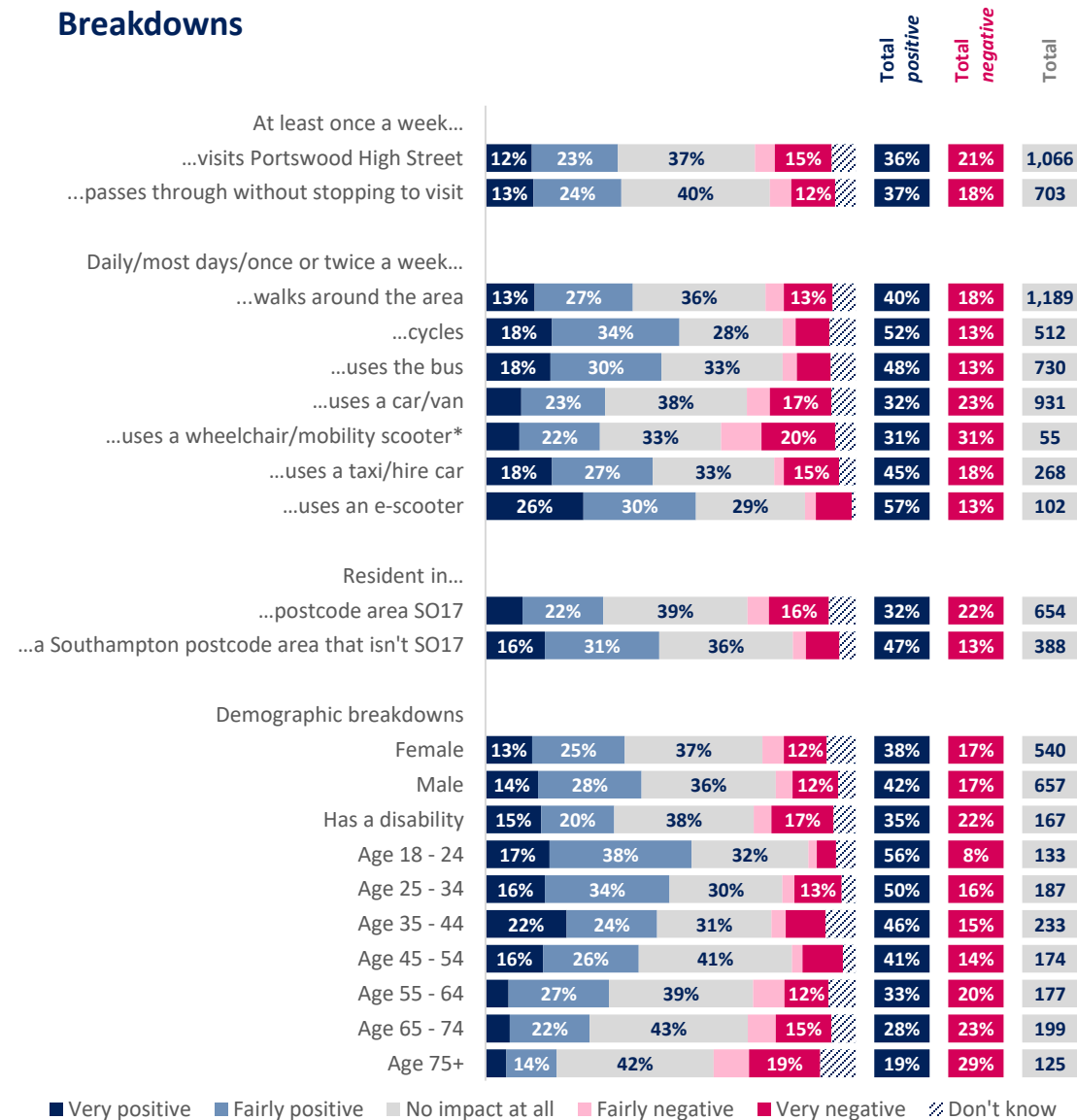
Responses | 1,335



Key findings

- 38% of respondents said that the proposals would have a *positive* impact on efforts to combat crime and anti-social behaviour, with a similar amount saying that they would have no impact at all (37%)
- Cyclists and e-scooter users responded *positive* by more than 50% each, with walkers, bus users, car/van users, mobility and wheelchair users and people using taxis and hire cars responding *positive* less than 50%: additionally, wheelchair/mobility scooter users responded *positive*, *negative*, and *no impact* equally between 31% and 33% - car users also responded *no impact* to a greater extent than *positive impact*, 38% to 32%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 32% to 47%
- Respondents were more *positive* to a greater extent in lower age brackets, with 56% of 18 – 24 year-olds responding *positive* and 19% of those aged 75 or older doing so

Breakdowns

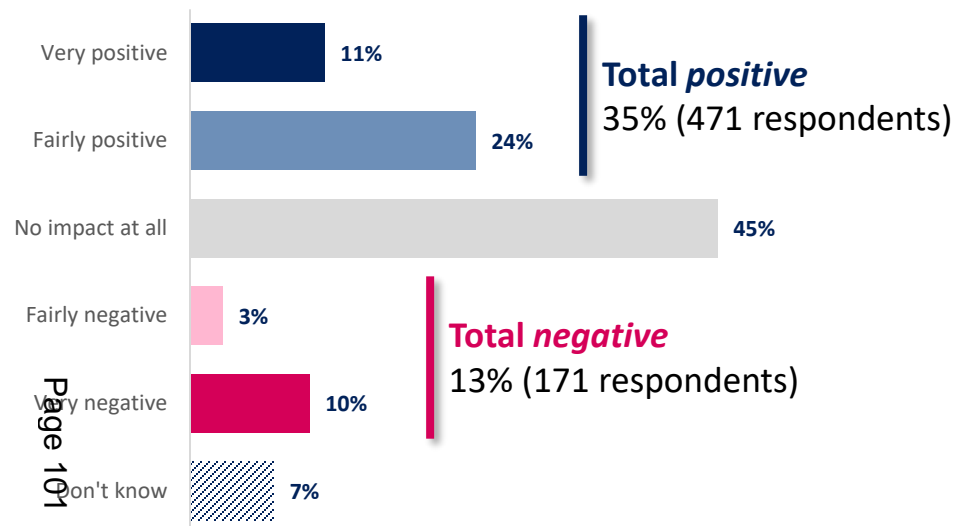


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 10b | What impact do you feel the proposals would have on the following? *Making crime and antisocial behaviour easier to report*

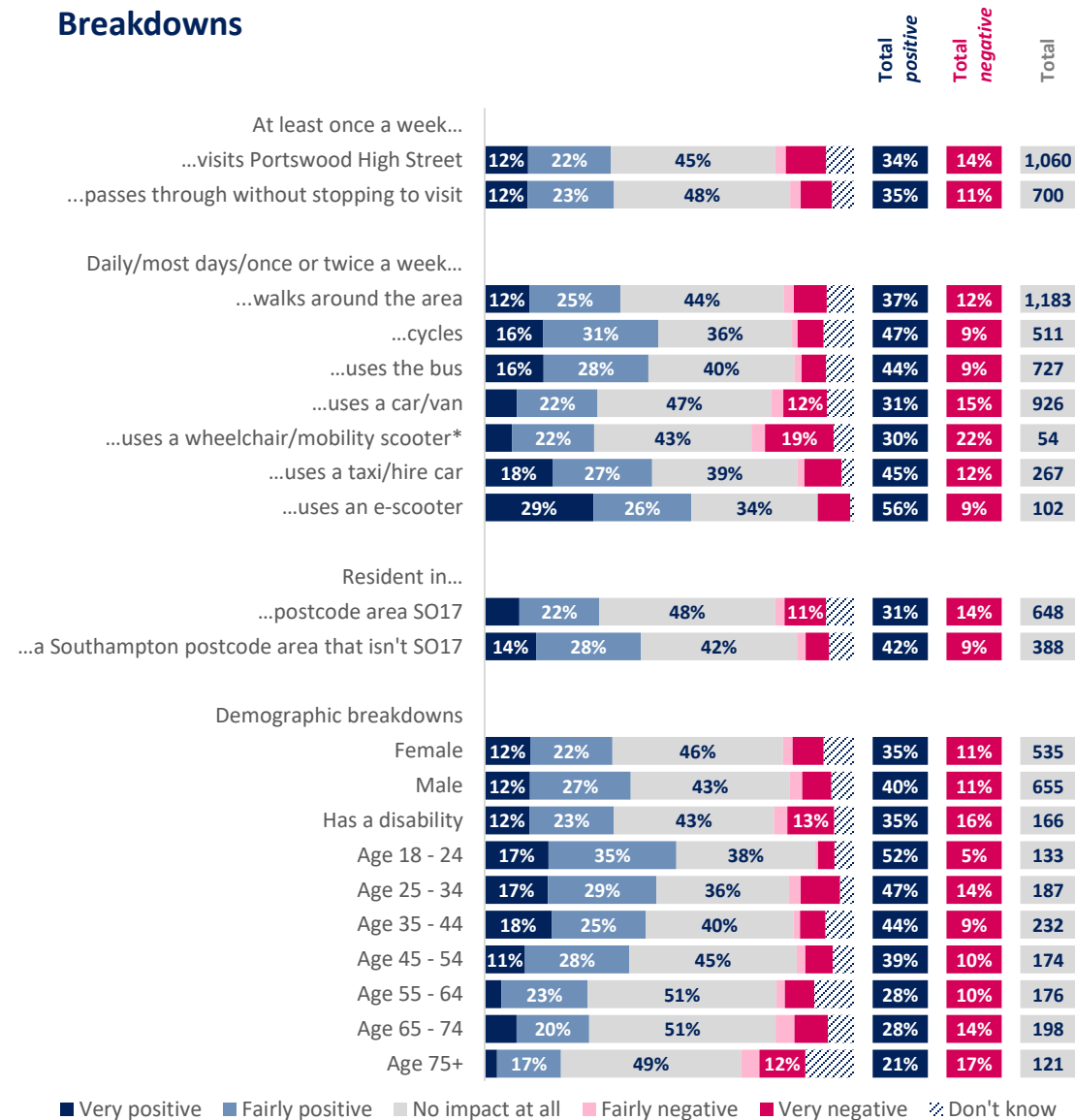
Responses | 1,327



Key findings

- 35% of respondents said that the proposals would have a *positive* impact on making crime easier to report, with 45% saying that they would not have an impact in this area
- E-scooter users responded *positive* by more than 50%, with walkers, cyclists, bus users, car/van users, mobility and wheelchair users and people using taxis and hire cars responding *positive* less than 50%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 31% to 42%
- Respondents were more *positive* to a greater extent in lower age brackets, with 52% of 18 – 24 year-olds responding *positive* and 21% of those aged 75 or older doing so

Breakdowns

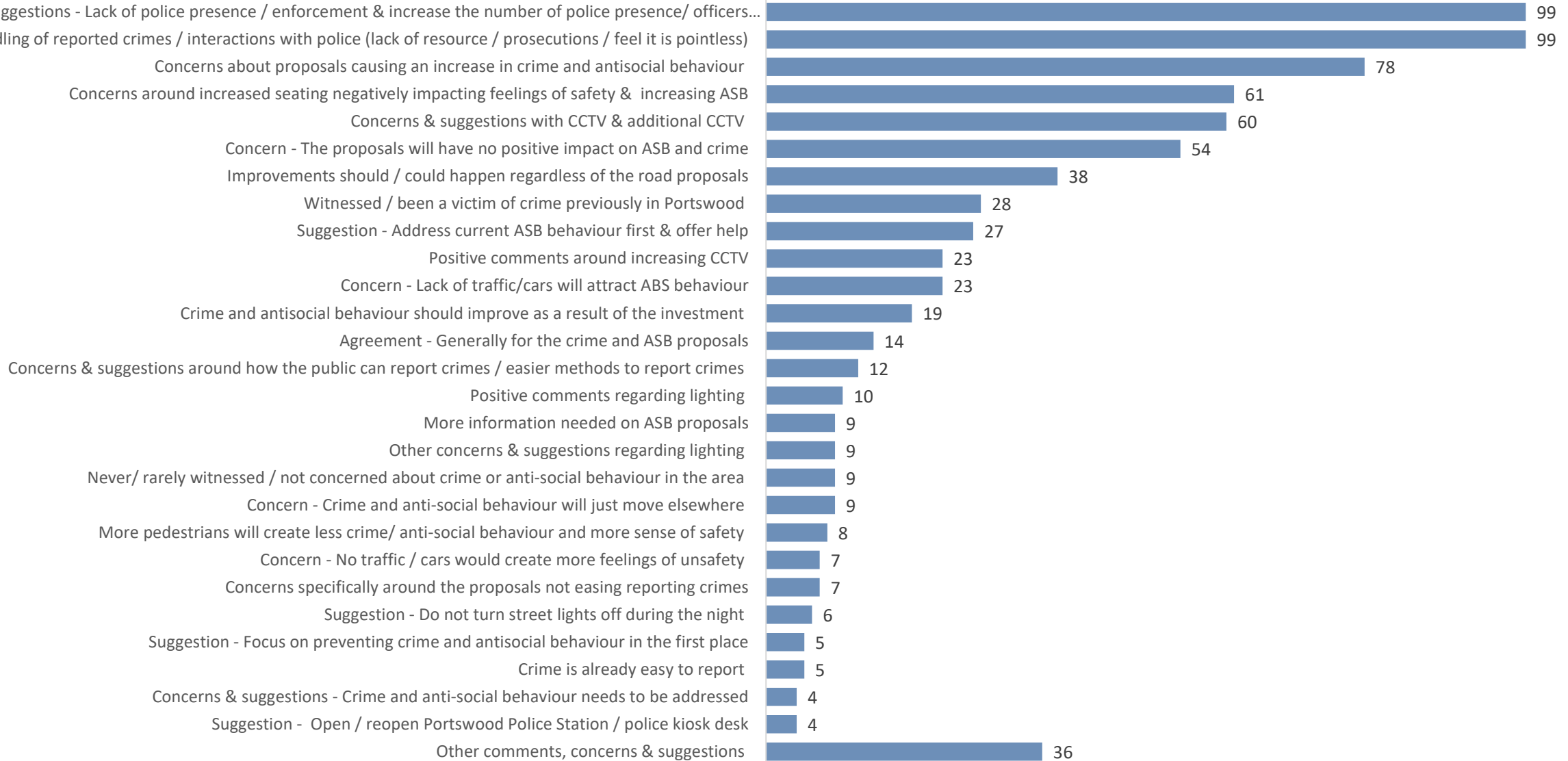


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Portswood Broadway - Crime and antisocial behaviour

Total free text comments





Portswood Travel Hub





“To improve access to the Broadway for all users, we are proposing the installation of a Travel Hub on St Denys Road alongside Portswood Broadway, next to Trago Lounge. Adjacent to the Travel Hub, additional parking for people with disabilities will be provided.

The Travel Hub will provide people with access to a range of transport options including disabled parking bays, e-bike or scooter hire, secure cycle parking and electric vehicle charging points; it will also link to improved bus stops on Portswood Broadway. On top of this, the Hub could include improvements to the public space such as art, greening and seating, and additional facilities like parcel lockers, information boards and wayfinding, bringing more visitors to Portswood High Street and providing reasons for them to stay. Final elements of the Travel Hub will be refined as the project progresses based on the feedback received from this consultation.”

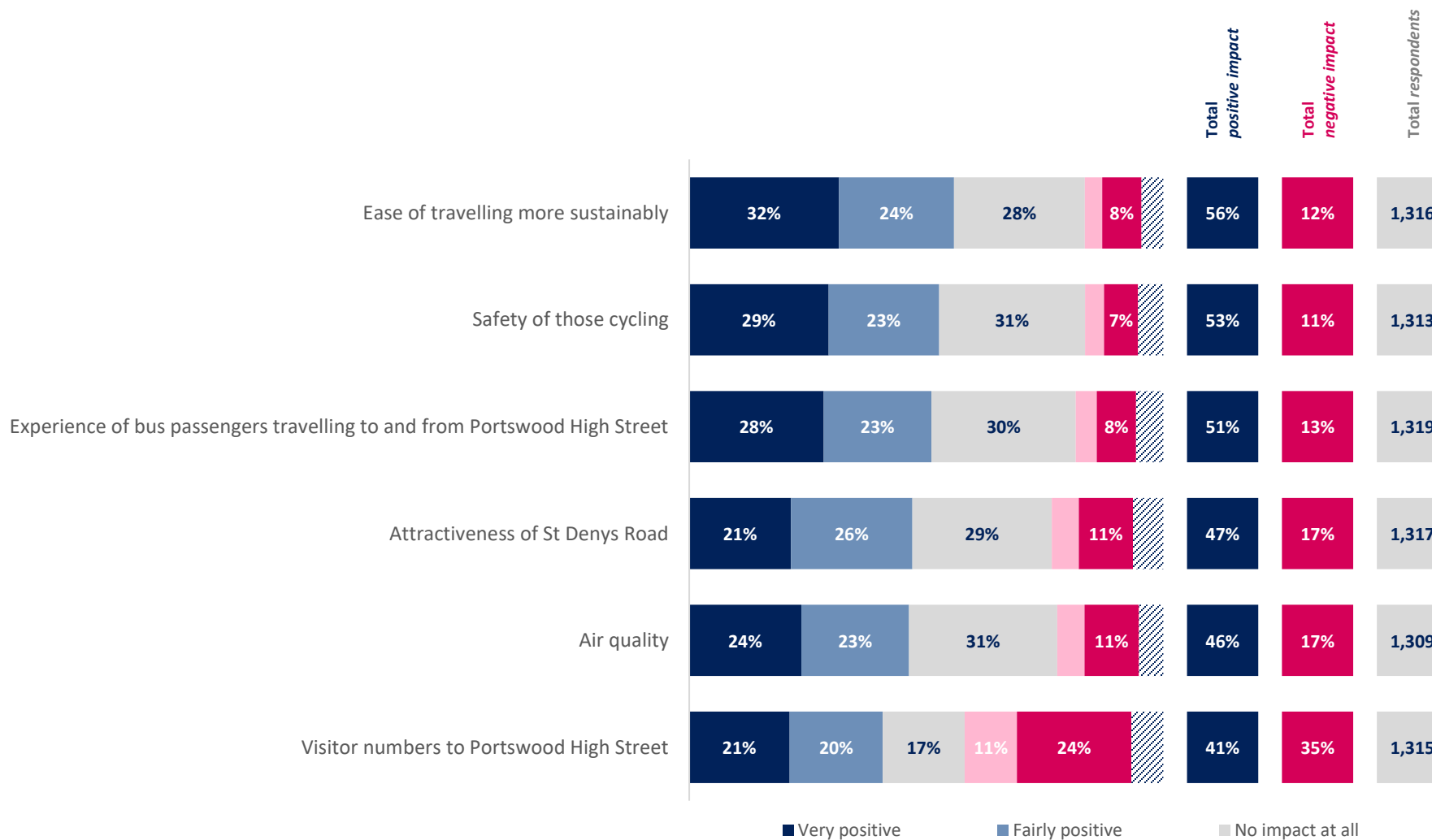
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Question 12 | If these plans were to go ahead, what impact do you feel it would have on the following?

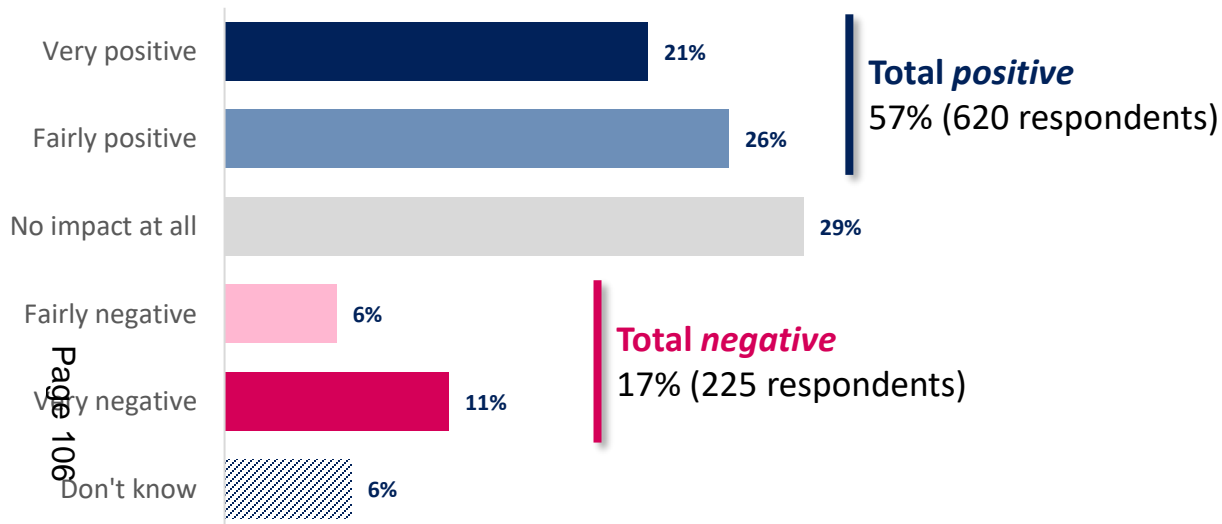
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Question 12a | If these plans were to go ahead, what impact do you feel it would have on the following? *Attractiveness of St Denys Road*

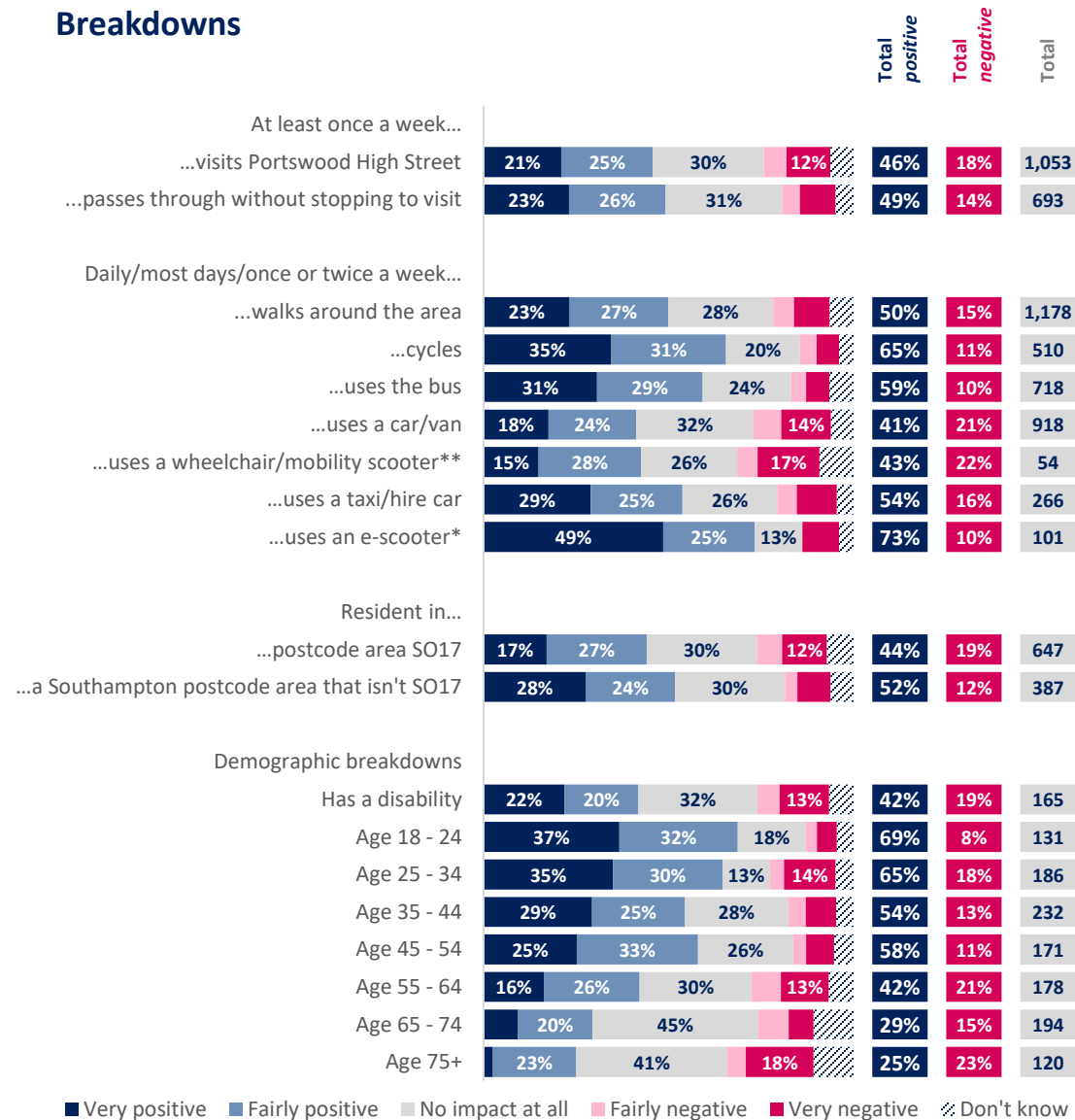
Responses | **1,317**



Key findings

- 57% of respondents said that the proposals would have a *positive* impact on the attractiveness of St Denys Road, with 29% saying that they would have no impact at all and 17% saying they would have a *negative* impact
- Walkers, cyclists, bus users, taxi and hire car users, and users of e-scooters responded *positive* by 50% or more, with car users and wheelchair and mobility scooter users responding *positive* between 41% and 43%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 44% to 52%
- Respondents were more *positive* to a greater extent in lower age brackets, with 69% of 18 – 24 year-olds responding *positive* and 25% of those aged 75 or older doing so

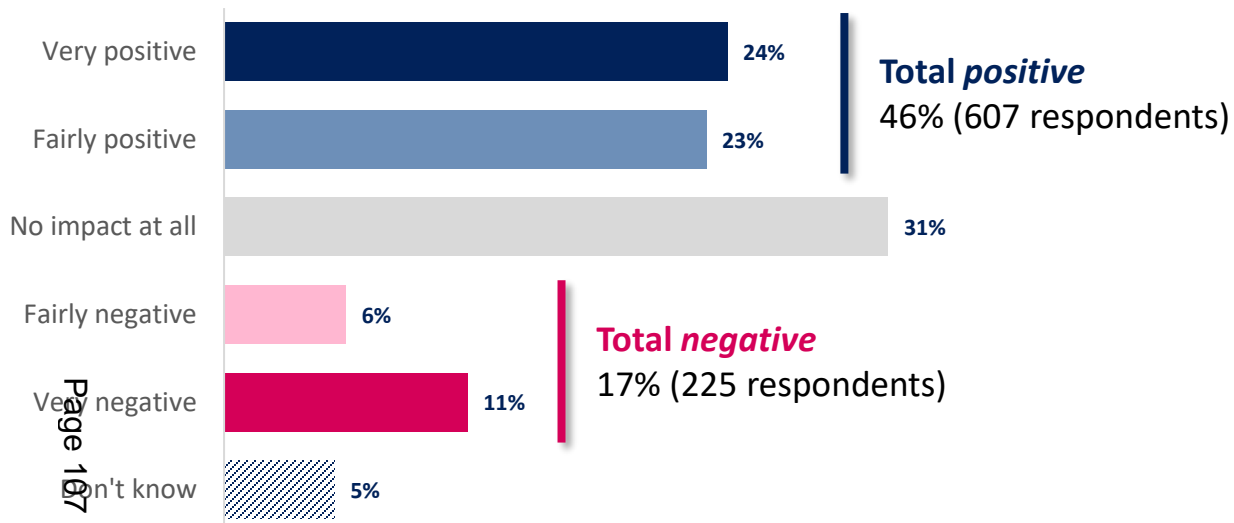
Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



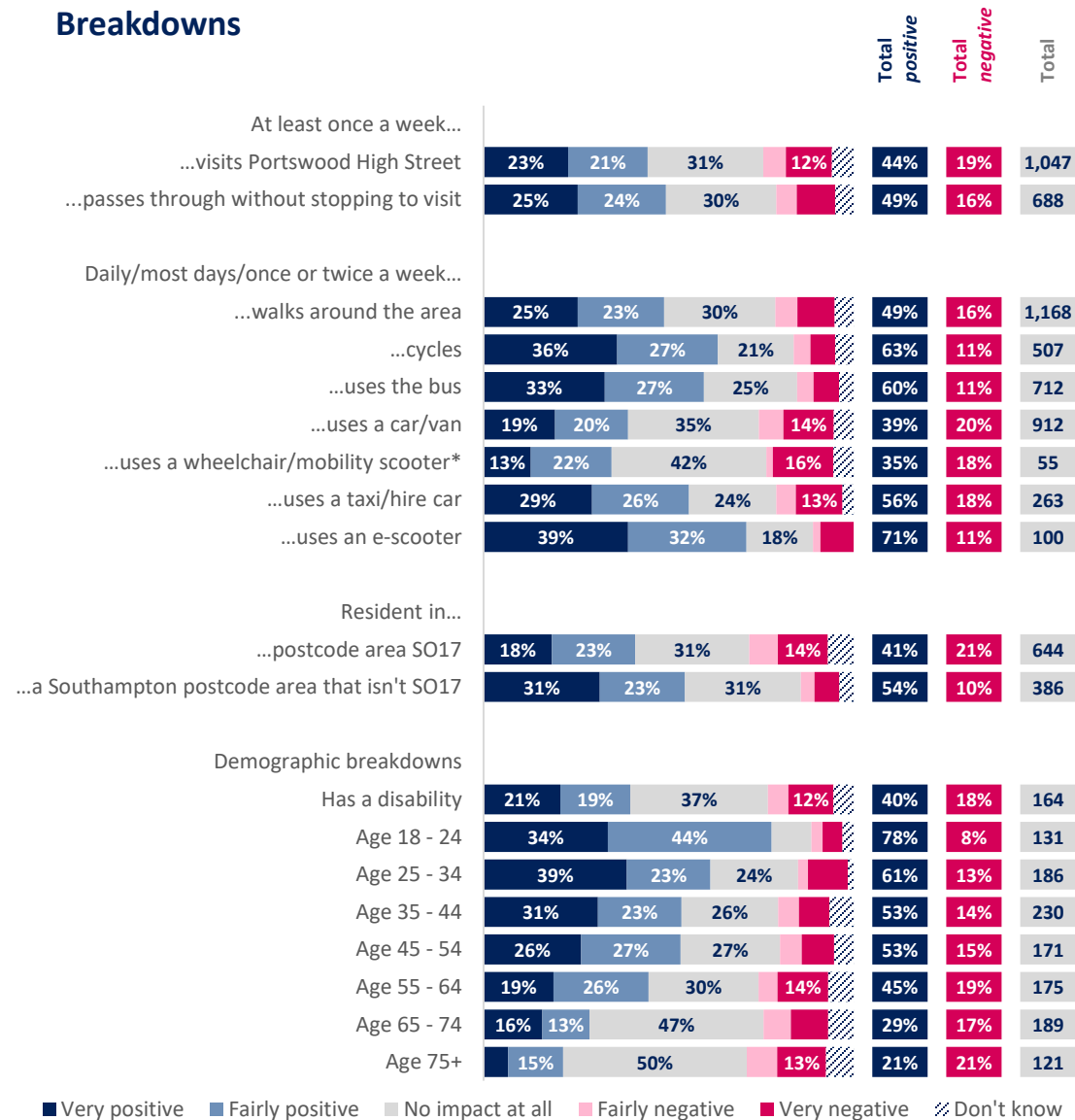
Question 12b | If these plans were to go ahead, what impact do you feel it would have on the following? *Air quality* Responses | **1,309**



Key findings

- 46% of respondents said that the proposals would have a *positive* impact on air quality in Portswood, with 31% saying that they would have no impact at all and 17% saying they would have a *negative* impact
- Cyclists, bus users, taxi and hire car users, and users of e-scooters responded *positive* by 50% or more, with walkers, car users and wheelchair and mobility scooter users responded *positive* between 49% and 39%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 41% to 54%
- Respondents were more *positive* to a greater extent in lower age brackets, with 78% of 18 – 24 year-olds responding *positive* and 21% of those aged 75 or older doing so

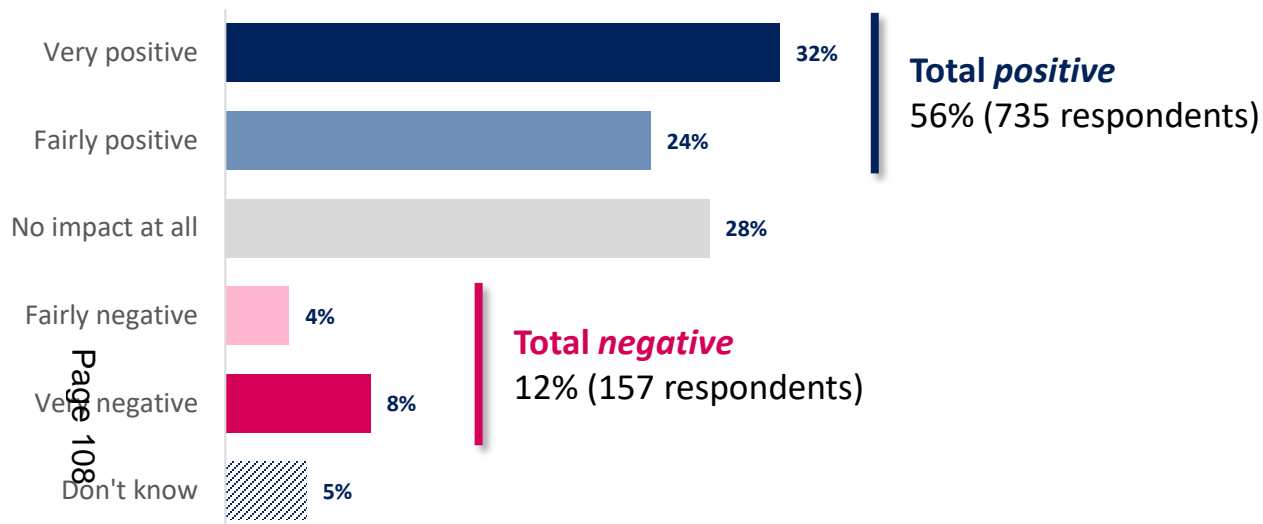
Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



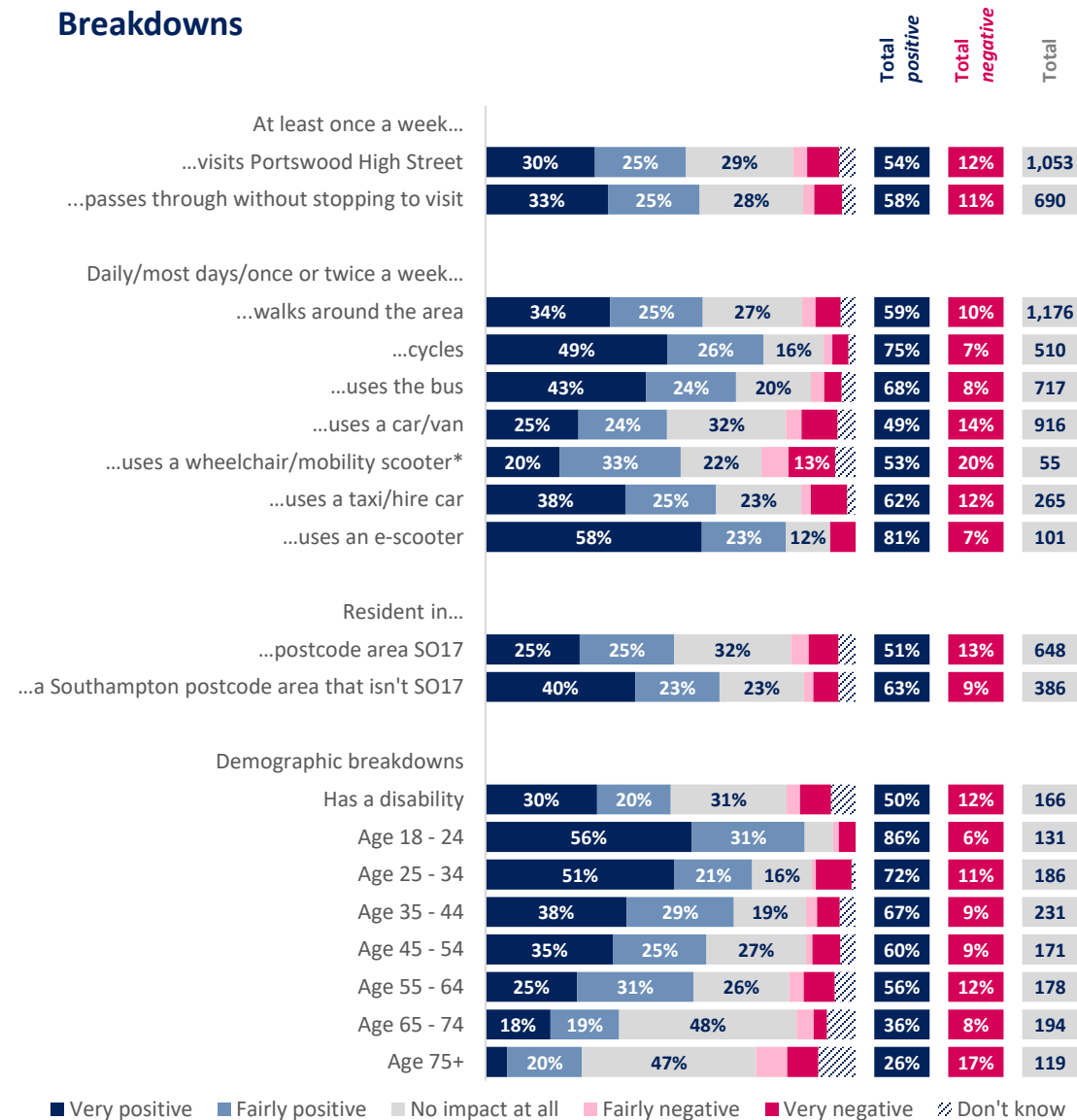
Question 12c | If these plans were to go ahead, what impact do you feel it would have on the following? *Ease of travelling more sustainably* Responses | **1,316**



Key findings

- 56% of respondents said that the proposals would have a *positive* impact on the ease of travelling sustainably, with 28% saying that they would have no impact at all and 12% saying they would have a *negative* impact
- Walkers, cyclists, bus users, taxi and hire car users, users of e-scooters and people that use wheelchairs and mobility scooters responded *positive* by 50% or more, with car users responding *positive* at 49%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 51% to 63%, with both responding positive more than *negative* overall
- Respondents were more *positive* to a greater extent in lower age brackets, with 86% of 18 – 24 year-olds responding *positive* and 26% of those aged 75 or older doing so

Breakdowns

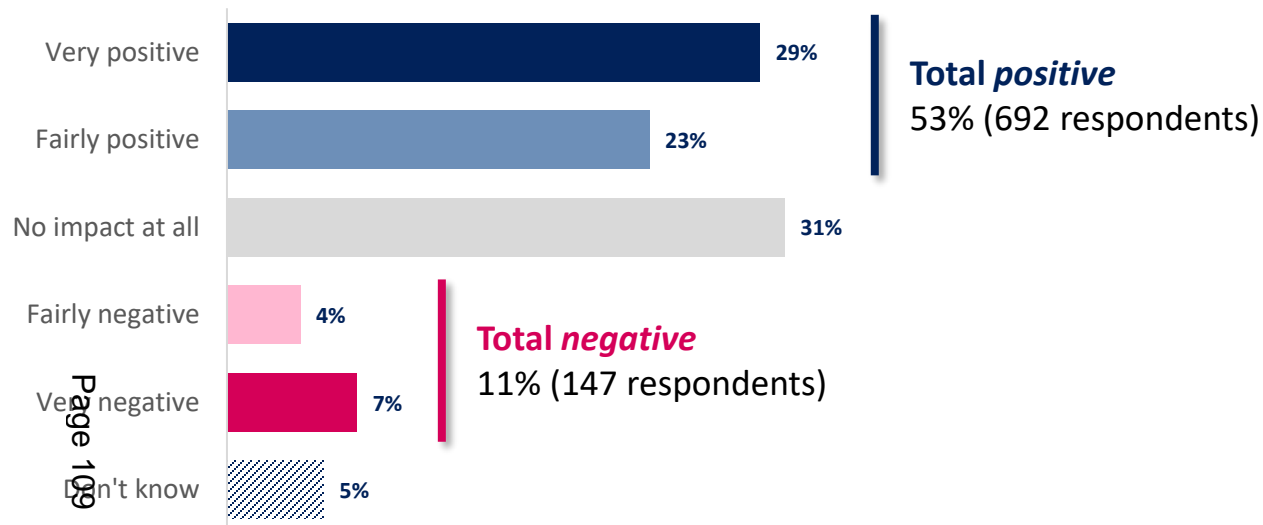


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 12d | If these plans were to go ahead, what impact do you feel it would have on the following? *Safety of those cycling*

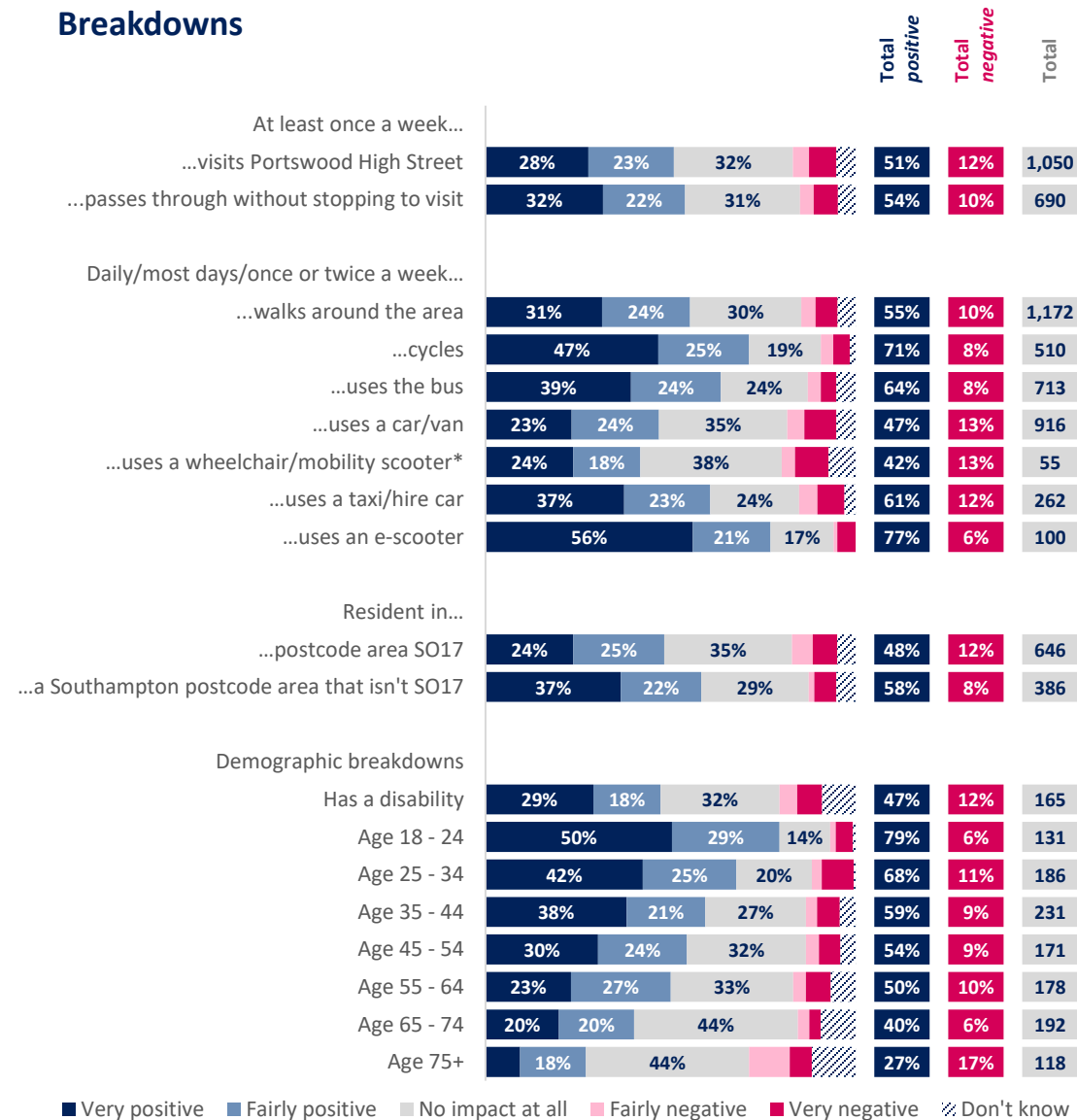
Responses | **1,313**



Key findings

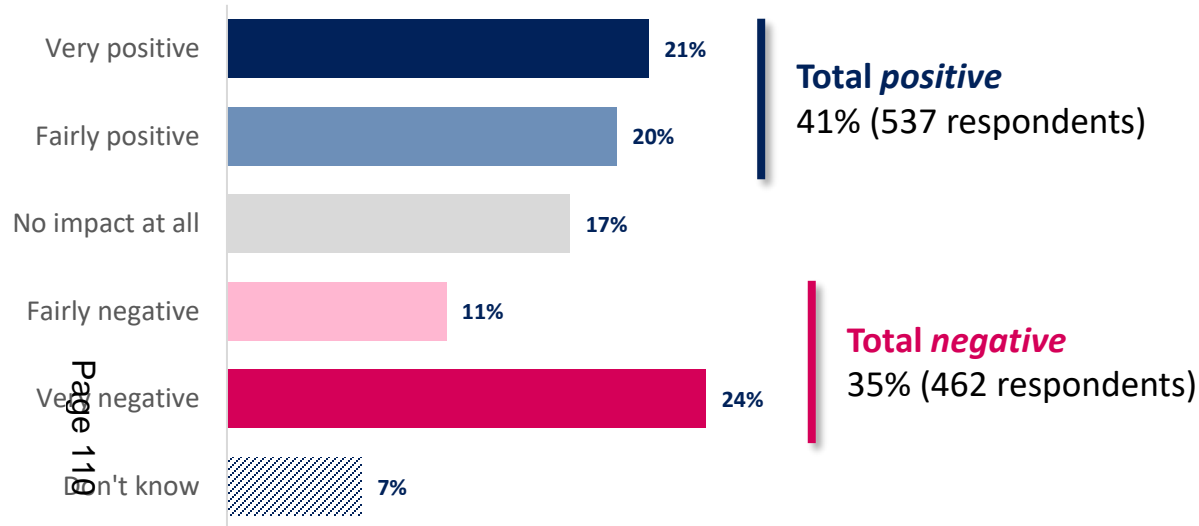
- 53% of respondents said that the proposals would have a *positive* impact on the safety of cyclists, with 31% saying that they would have no impact at all and 11% saying they would have a *negative* impact
- Walkers, cyclists, bus users, taxi and hire car users and users of e-scooters *positive* by 50% or more, with car users and users of wheelchairs and mobility scooters responding *positive* between 42% and 47%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 48% to 58%
- Respondents were more *positive* to a greater extent in lower age brackets, with 79% of 18 – 24 year-olds responding *positive* and 27% of those aged 75 or older doing so

Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

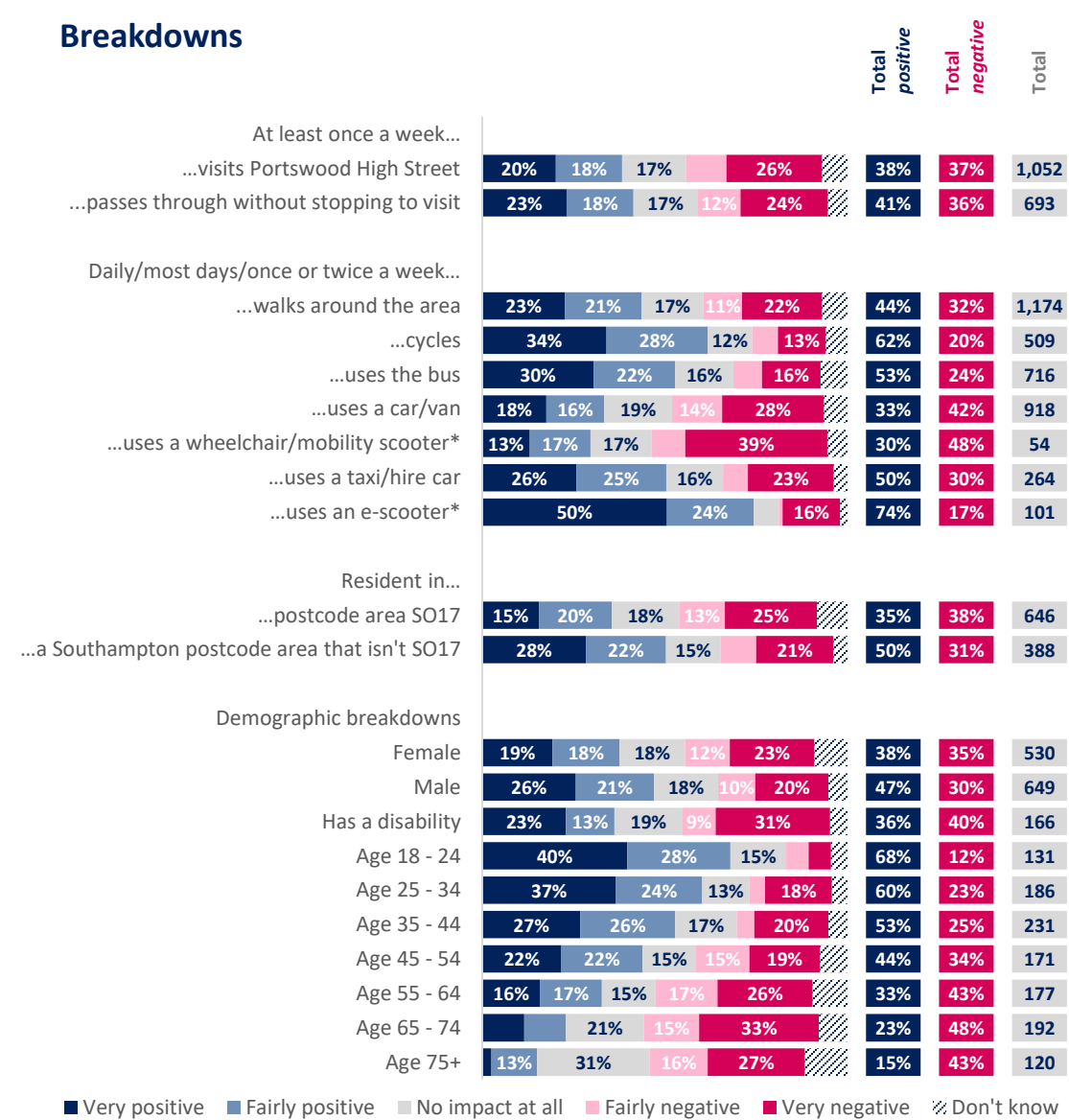
Question 12e | If these plans were to go ahead, what impact do you feel it would have on the following? *Visitor numbers to Portswood High Street* Responses | **1,315**



Key findings

- 41% of respondents said that the proposals would have a *positive* impact on visitor numbers to Portswood High Street, with 35% saying they would have a *negative* impact, including 24% that responded *very negative*
- Cyclists, bus users, taxi users and people that use e-scooters responded *positive* by 50% or more, compared to walkers, car users and users of wheelchairs and mobility scooters, who responded *positive* between 30% and 44% - the latter two groups also responded *negative* to a greater extent than *positive* 42% to 33% and 48% to 30% respectively
- Again, residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 35% to 50%, with SO17 residents responding *negative* to a greater extent than *positive* 38% to 35%
- Respondents were more *positive* to a greater extent in lower age brackets, with 68% of 18 – 24 year-olds responding *positive* and 15% of those aged 75 or older doing so

Breakdowns

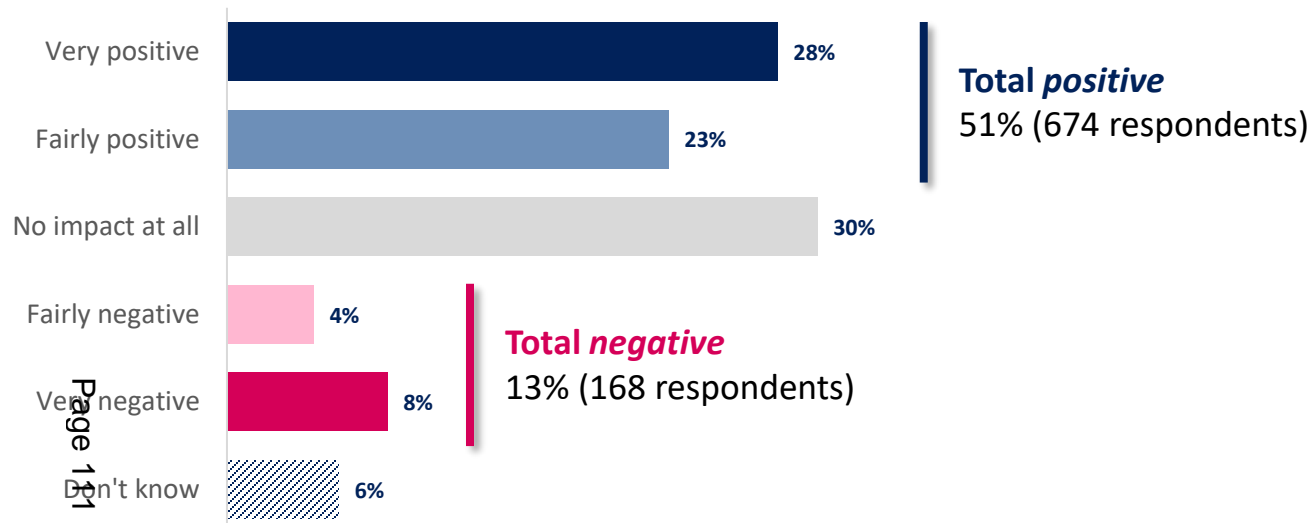


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 12f | If these plans were to go ahead, what impact do you feel it would have on the following? *Experience of bus passengers travelling to and from Portswood High Street*

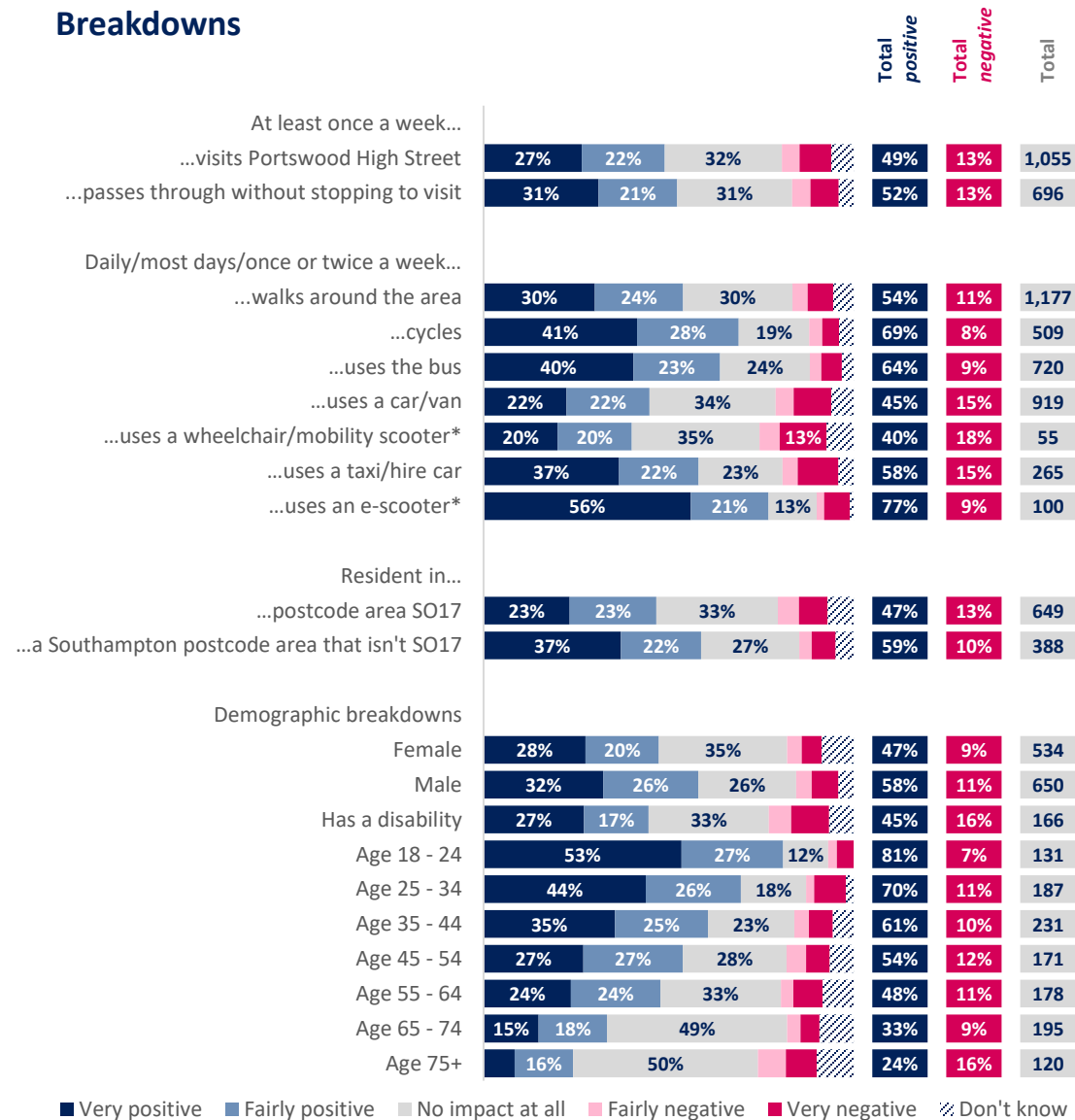
Responses | 1,319



Key findings

- 51% of respondents said that the proposals would have a *positive* impact on the experience of bus passengers in Portswood, with 30% saying that they would have no impact at all and 13% saying they would have a *negative* impact
- Walkers, cyclists, bus users, taxi and hire car users and users of e-scooters *positive* by 50% or more, with car users and users of wheelchairs and mobility scooters responding *positive* between 40% and 45% - bus users responded *positive* at 64%
- Residents of postcode SO17 responded *positive* to a lesser extent than Southampton residents of other postcodes, 47% to 59%
- Respondents were more *positive* to a greater extent in lower age brackets, with 81% of 18 – 24 year-olds responding *positive* and 24% of those aged 75 or older doing so

Breakdowns

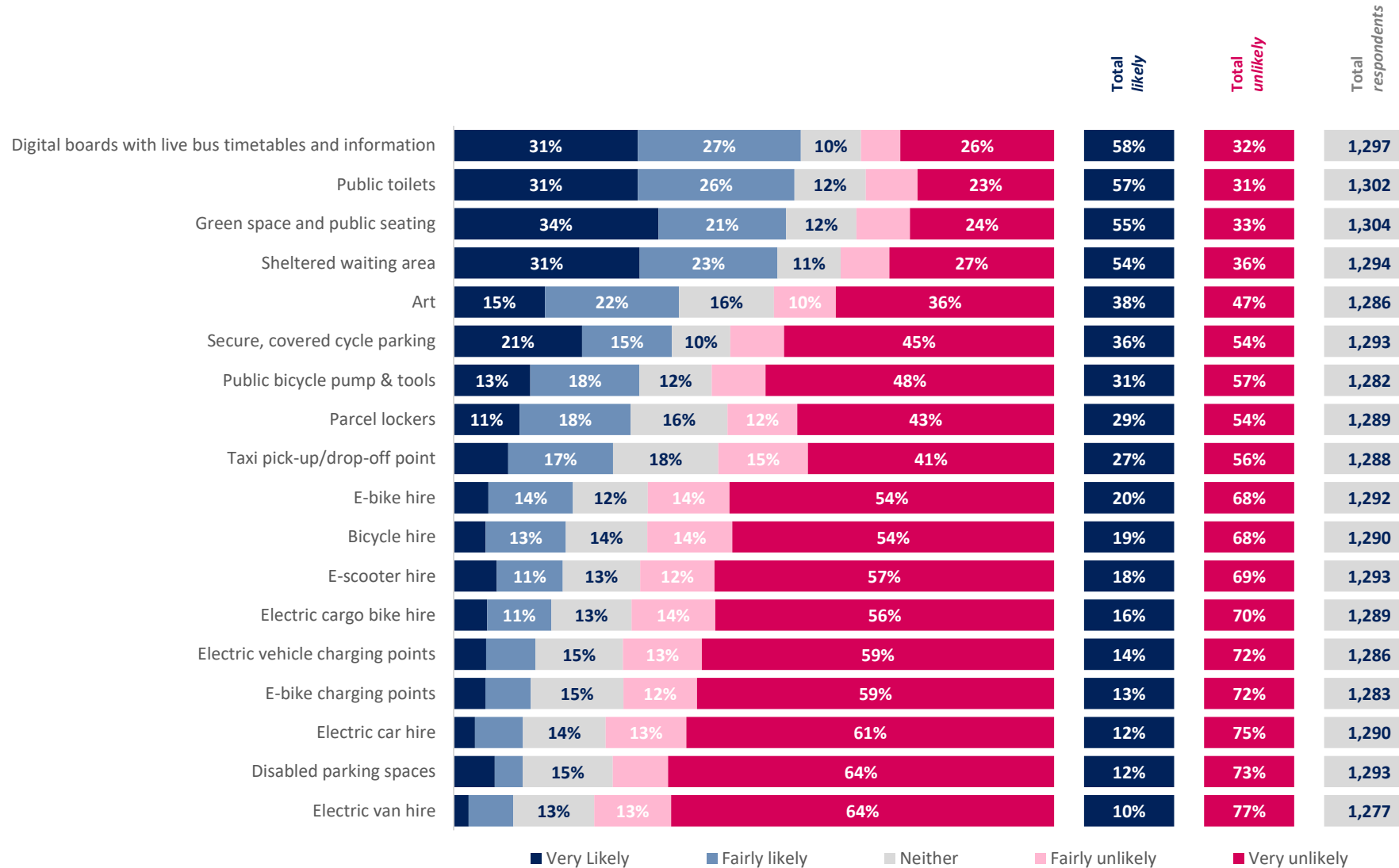


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 13 | How likely would you be to use each element if included in the Portswood Travel Hub?

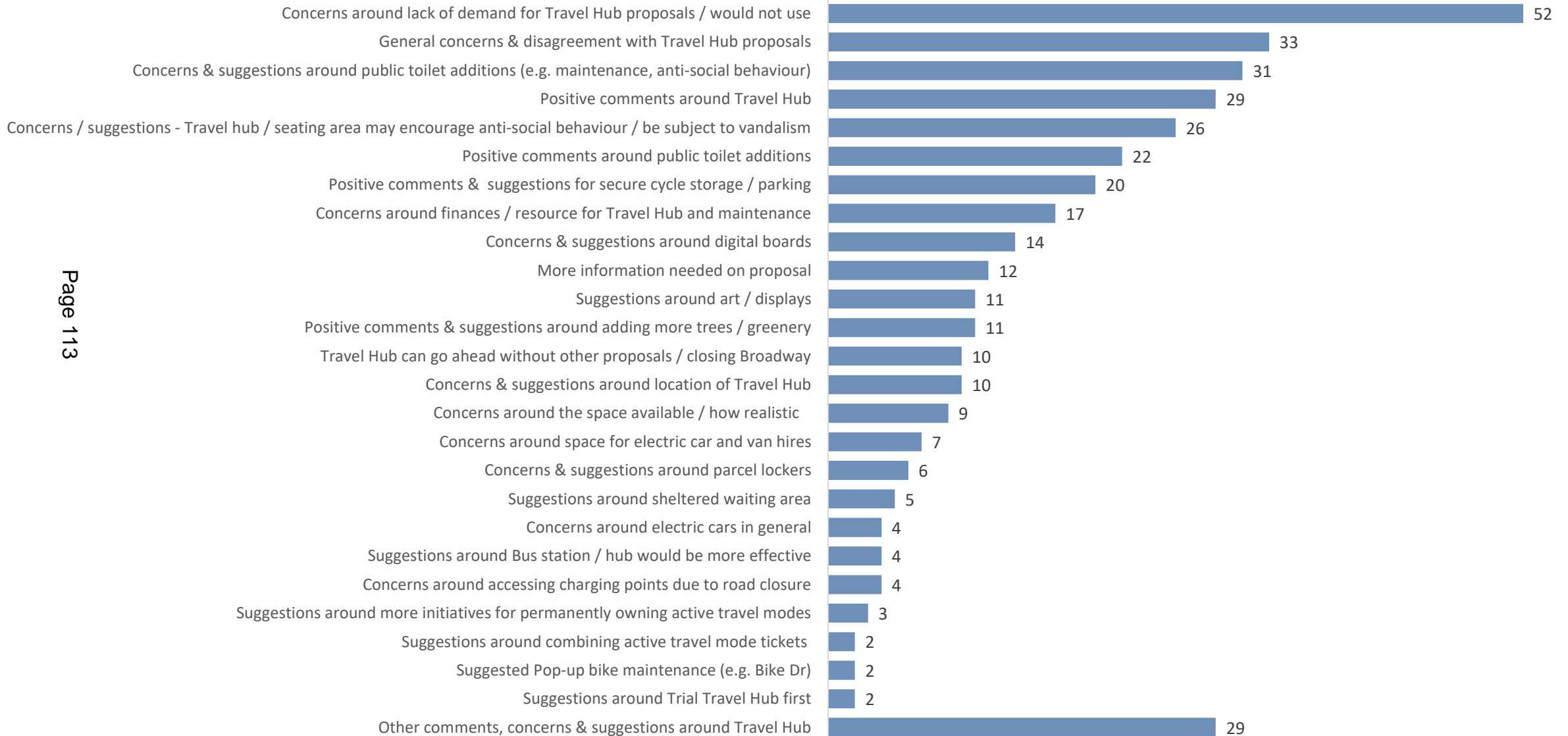
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Portswood Travel Hub

Total free text comments





Highfield Active Travel Zone





“Traffic modelling in the area predicts that with the introduction of the bus gate, up to 8,000 vehicles would choose to use the A335 (Thomas Lewis Way - TLW) as a faster alternative, depending on the level of mitigation we adopt for the area to prevent rat running. This will be supported by the recent improvements along TLW, such as the introduction of additional turning lanes and an upgrade to smarter junctions, which has improved journey times along TLW to make it more reliable and to increase capacity to ensure it is the preferred option for through-traffic.

Some remaining through-traffic is still likely to choose to rat run through local roads however. To prevent this and protect local roads for those who live in the area, we could introduce an Active Travel Zone (ATZ) for Highfield. The Council is committed to providing an ATZ for the Highfield area ahead of any improvements to Portswood Broadway.

Active Travel Zones (ATZs) are neighbourhoods that encourage active travel through a range of measures which calm or discourage traffic, reduce rat running, and instead prioritise people walking and cycling while at the same time maintaining motor vehicle access for those who live there. Interventions for ATZs are scalable and can range from speed cushions, improved crossing points or road closure points which would be designed with local residents at co-design meetings.

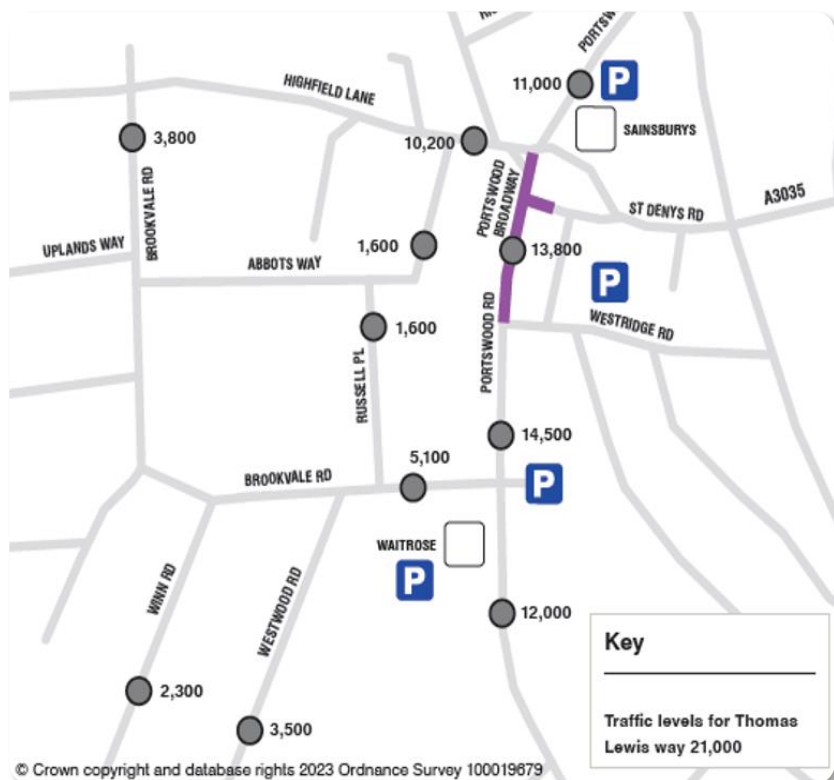
The Council has delivered an ATZ in the St Denys area in conjunction with local residents, and is now implementing ATZs in the Polygon, Woolston and Itchen areas.

New traffic data has been provided in this consultation to better inform residents of the impacts of various options for an Active Travel Zone for the area, but no decision will be made on the type of Active Travel Zone implemented without community co-design with residents.”



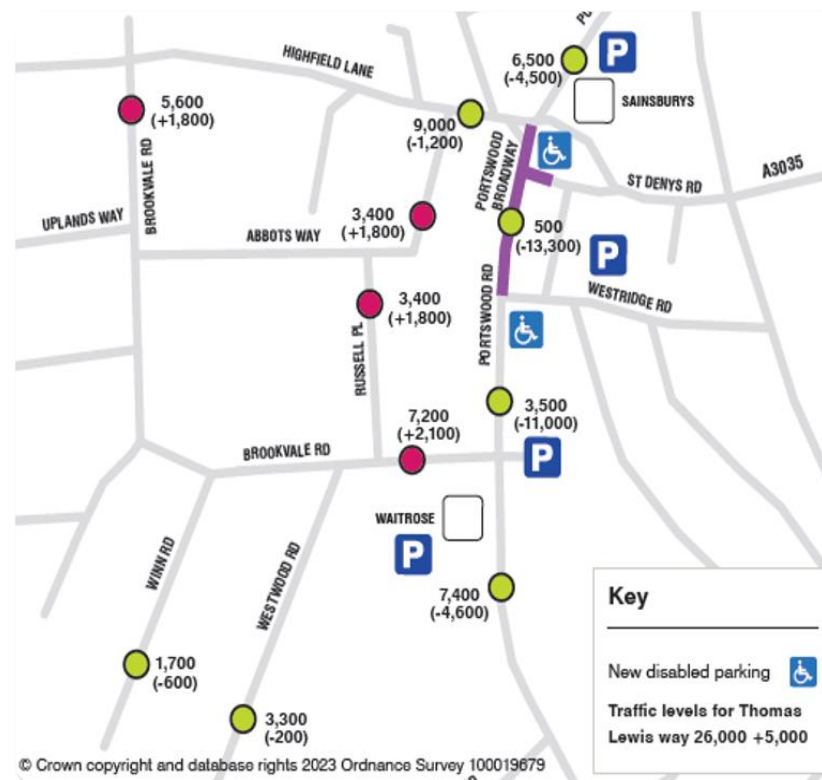
Existing levels, April 2023

This shows the existing levels of traffic flowing through the area on a normal weekday in April (figures are number of vehicles per day in a 24-hour period on the road)



Bus gate w/ no mitigation

This shows the impact on traffic flows along the Broadway and local roads should a bus gate be installed with no mitigation measures included, with the majority of traffic diverted to the A335 (Thomas Lewis Way). This is not something that would be implemented and is purely for demonstration only.





Bus gate w/ light-touch ATZ

This shows the impact on traffic flows should a bus gate be installed with a light-touch ATZ.

A light-touch ATZ for Highfield in the form of new pedestrian crossings, speed cushions and priority buildouts will deter people driving through residential streets, with the majority of traffic directed to the A335 (Thomas Lewis Way). This would help reduce overspill from the proposed bus gate and in most cases reduce traffic from existing levels.

This would lead to increased traffic levels on some local streets, but a significant reduction in traffic in the area as a whole. The final mix of interventions to deter people driving through residential streets would be based on community co-design.

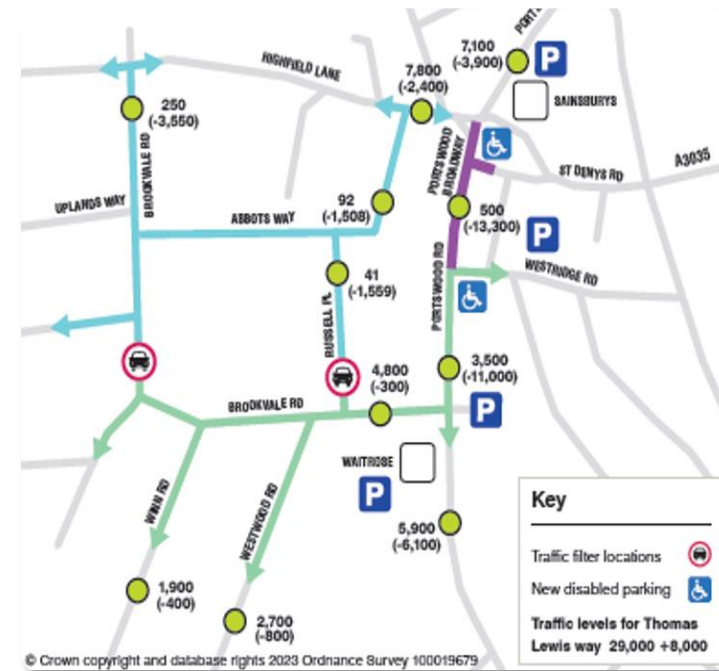
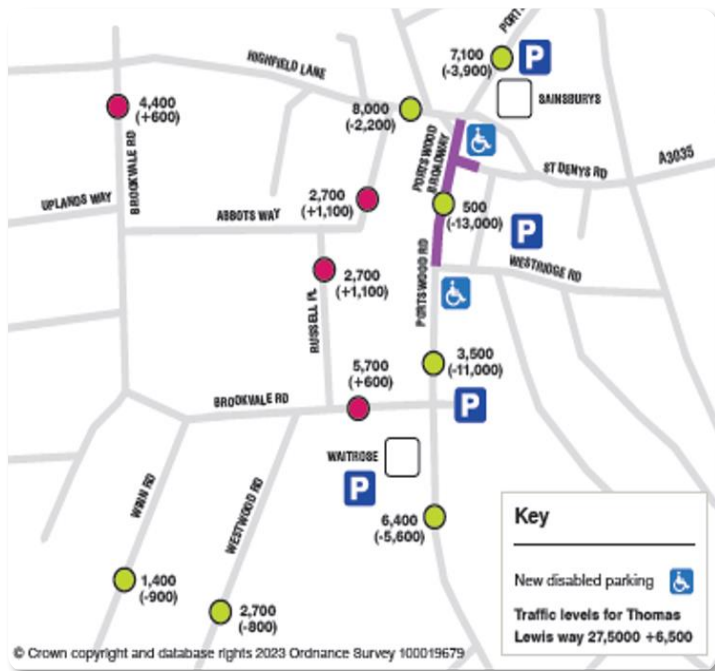
Bus gate w/ ATZ and traffic filters on Russell Place and Brookvale Road

This shows the impact on traffic flows should a bus gate be installed with an ATZ, which would include traffic filters on Russell Place and Brookvale Road.

Traffic filters prevent motorised vehicles from passing through that area, without preventing people who walk and cycle. The predicated modelling shows that with the introduction of the ATZ and the traffic filters in these locations, the roads around this area would be preserved for local residents and deliveries access only and prevent all through-traffic.

Similar arrangements already exist in Outer Avenue (filters at Alma Avenue and Avenue Road) and have just been introduced in St Denys (Kent Road, North Road and the existing filter at Horseshoe Bridge).

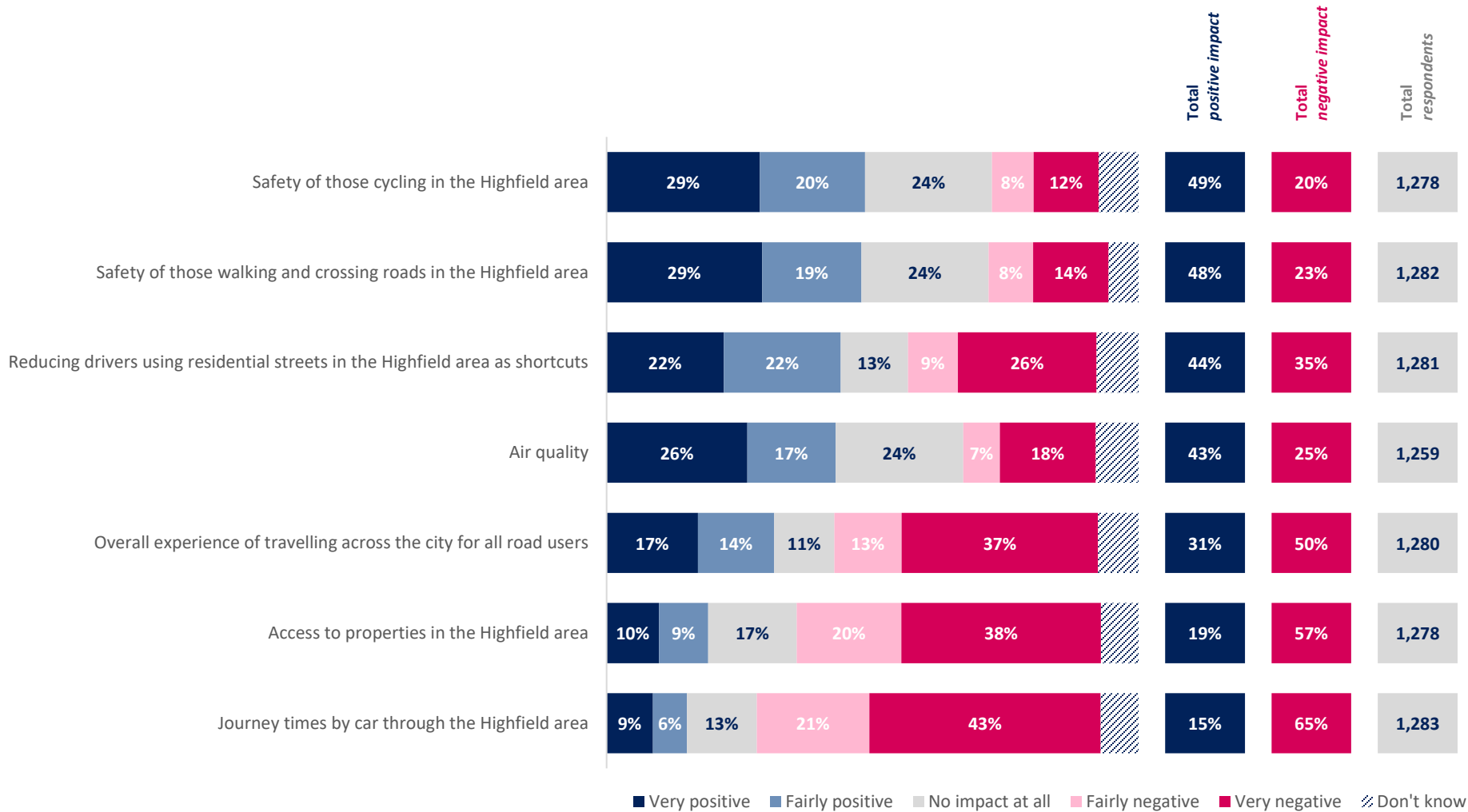
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Question 16 | If these plans go ahead, what impact do you feel it would have on the following?

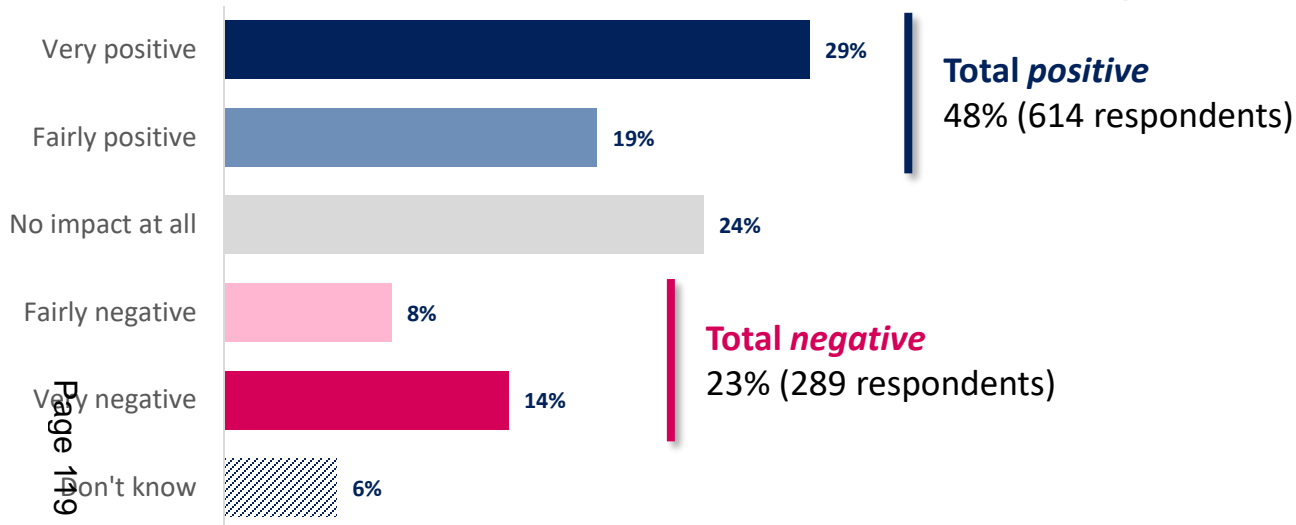
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Question 16a | If these plans were to go ahead, what impact do you feel it would have on the following? *Safety of those walking and crossing roads in the Highfield area*

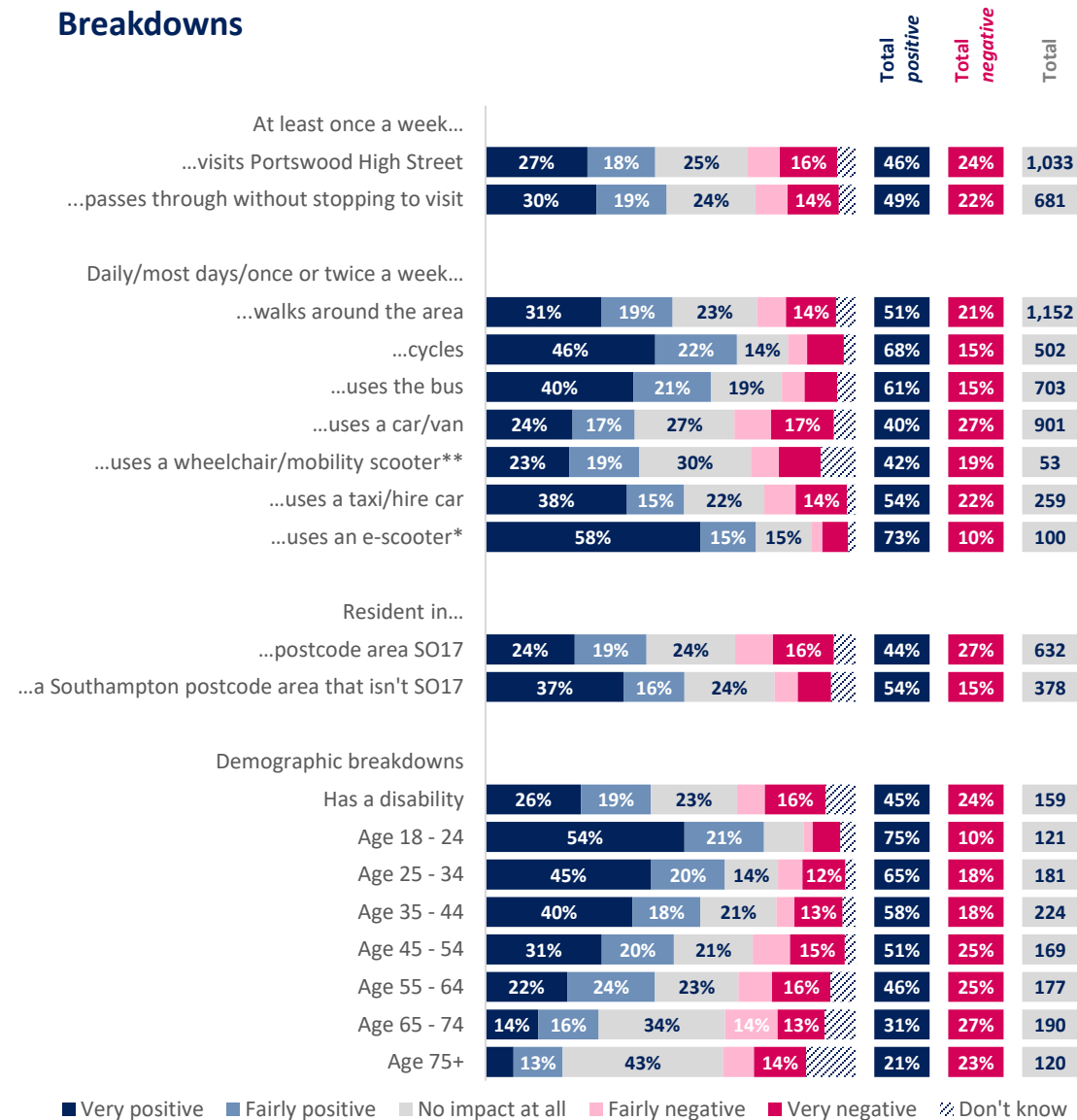
Responses | **1,282**



Key findings

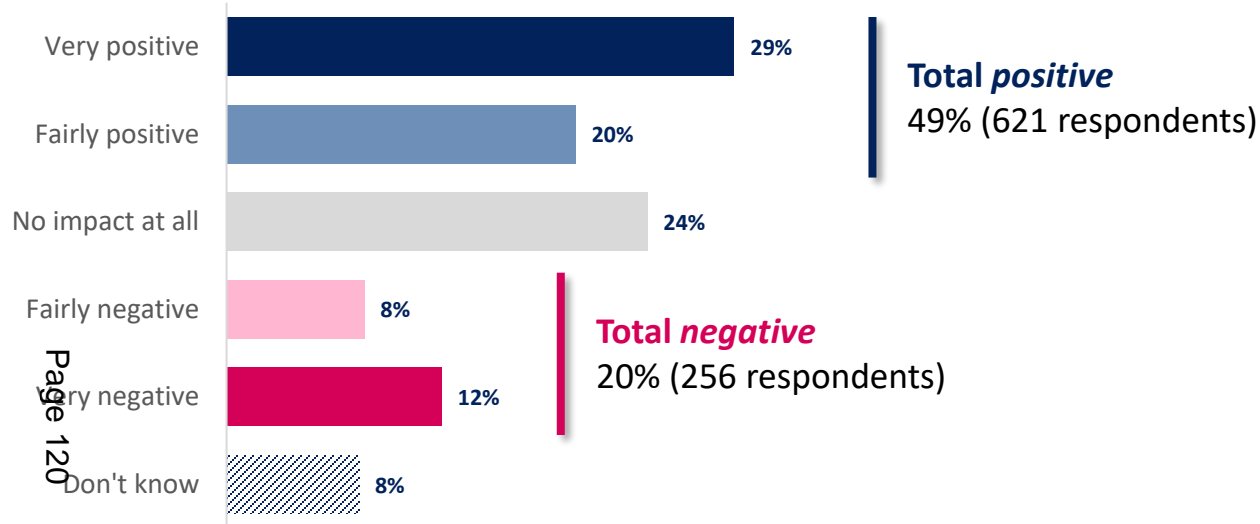
- Respondents said the proposals would have more of a *positive* impact (48%), compared to having a *negative* impact (23%)
- Respondents in the city outside postcode SO17 responded *positive* 10% points more than those in SO17, 54% to 44%
- Respondents responded *positive* to a greater extent in lower age brackets, with 75% of 18 – 24 year-olds responding *positive* and 21% of those aged 75 or older doing so

Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

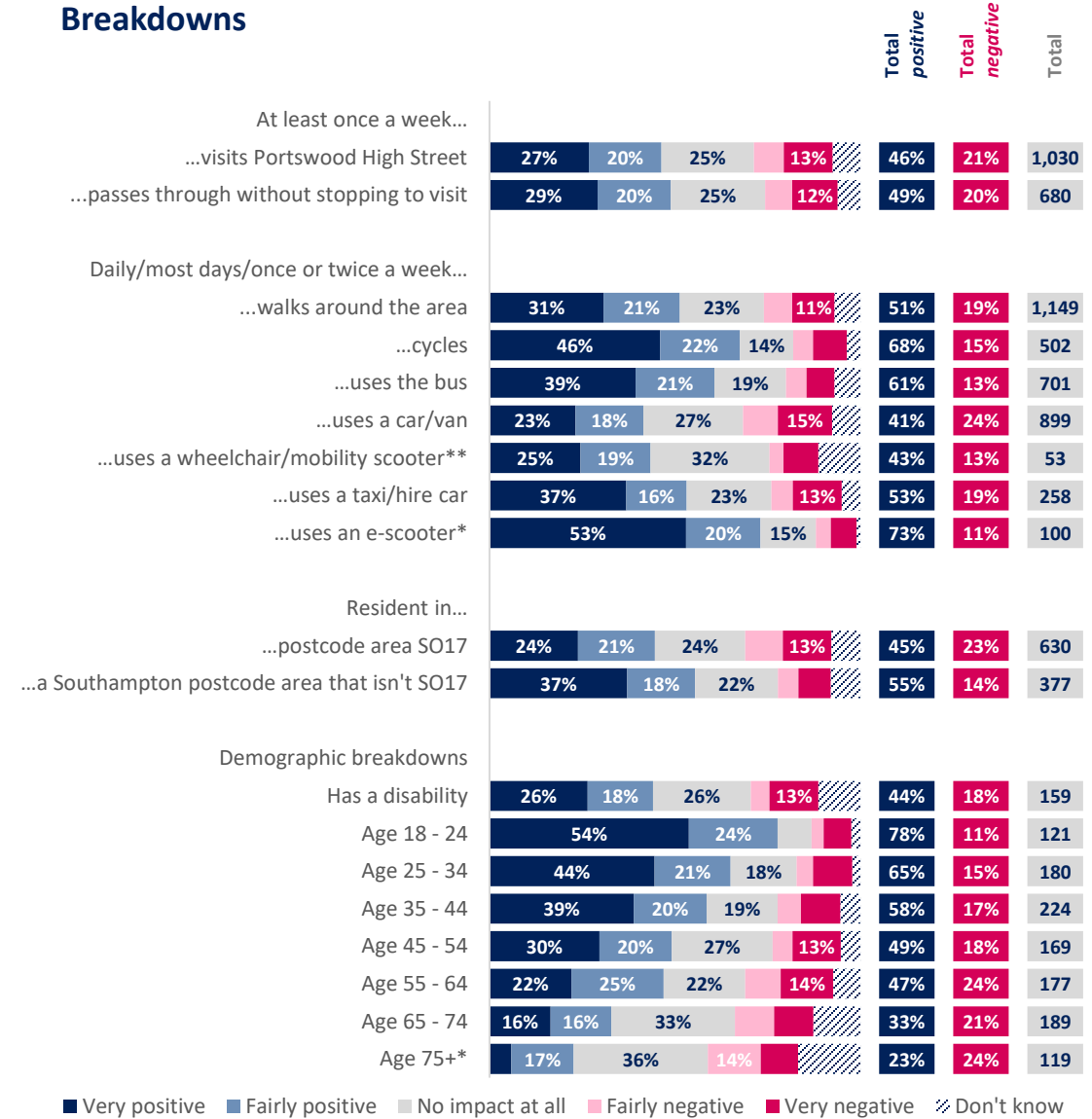
Question 16b | If these plans were to go ahead, what impact do you feel it would have on the following? *Safety of those cycling in the Highfield area* Responses | **1,278**



Key findings

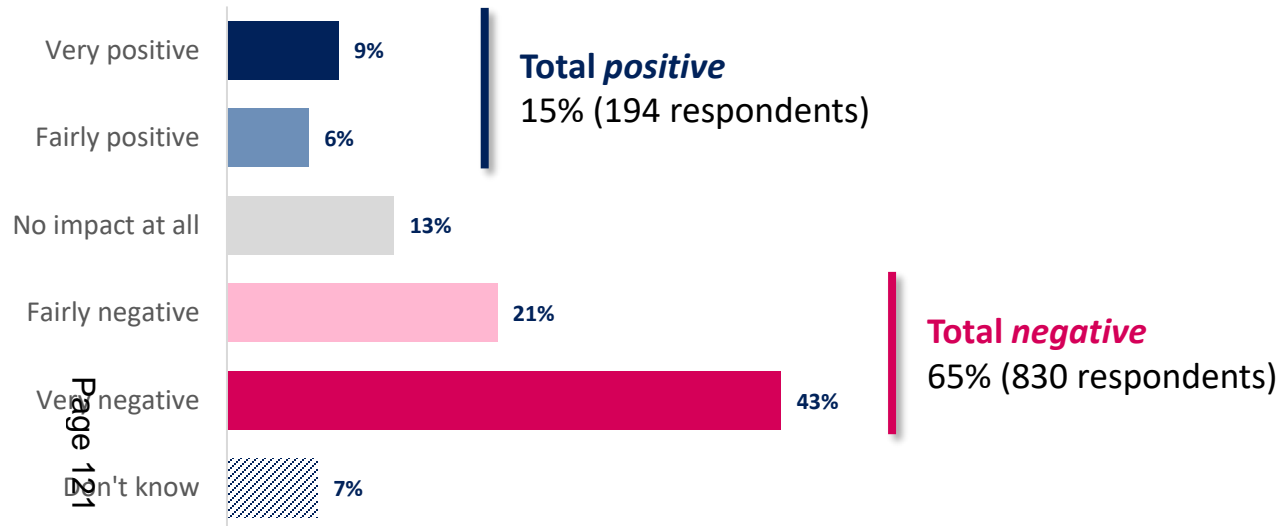
- Respondents said the proposals would have more of a *positive* impact (49%), compared to having a *negative* impact (20%)
- Respondents in the city outside postcode SO17 responded *positive* 10% points more than those in SO17, 55% to 45%
- Respondents responded *positive* to a greater extent in lower age brackets, with 78% of 18 – 24 year-olds responding *positive* and 23% of those aged 75 or older doing so

Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

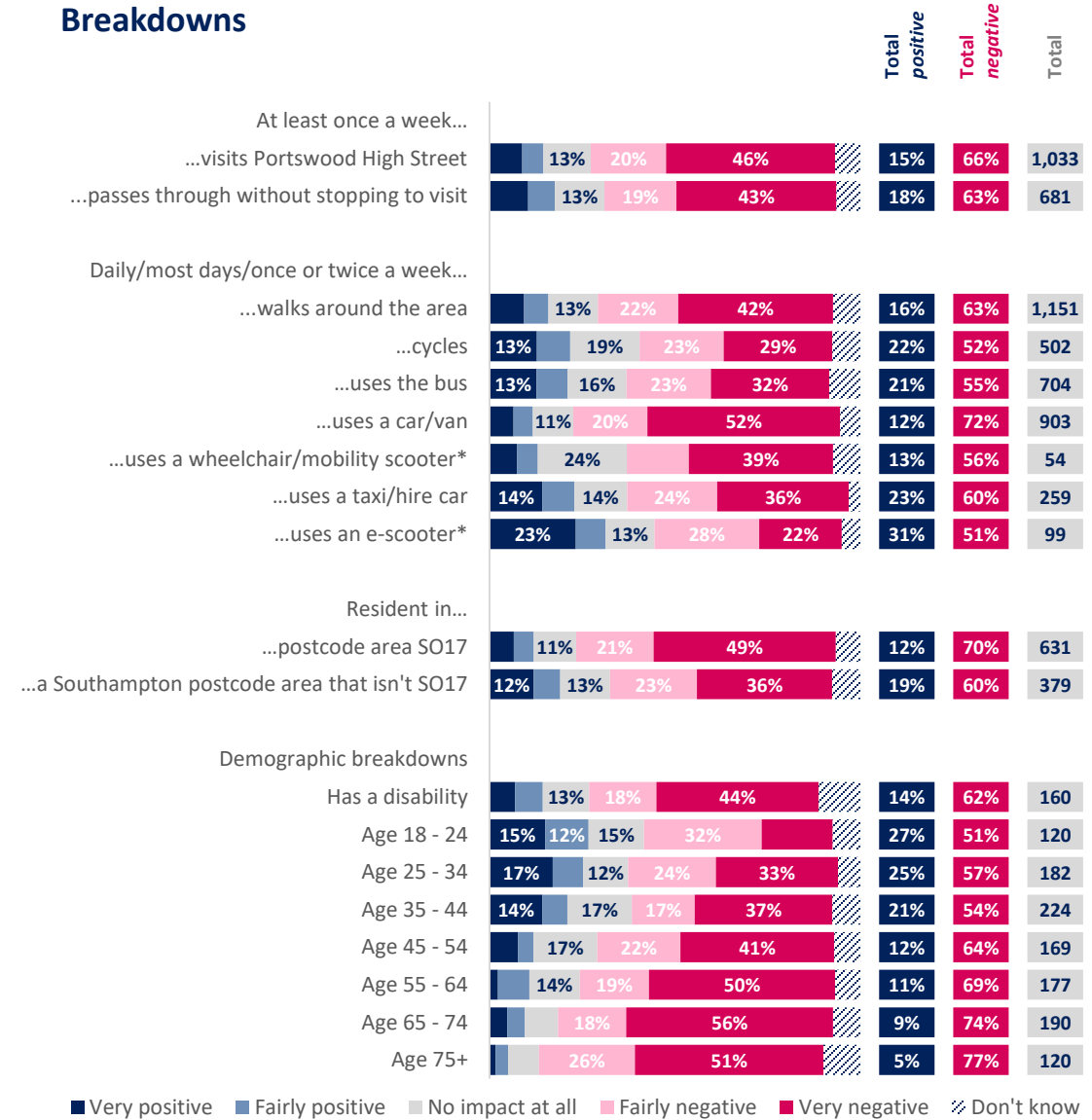
Question 16c | If these plans were to go ahead, what impact do you feel it would have on the following? *Journey times by car through the Highfield area* Responses | **1,283**



Key findings

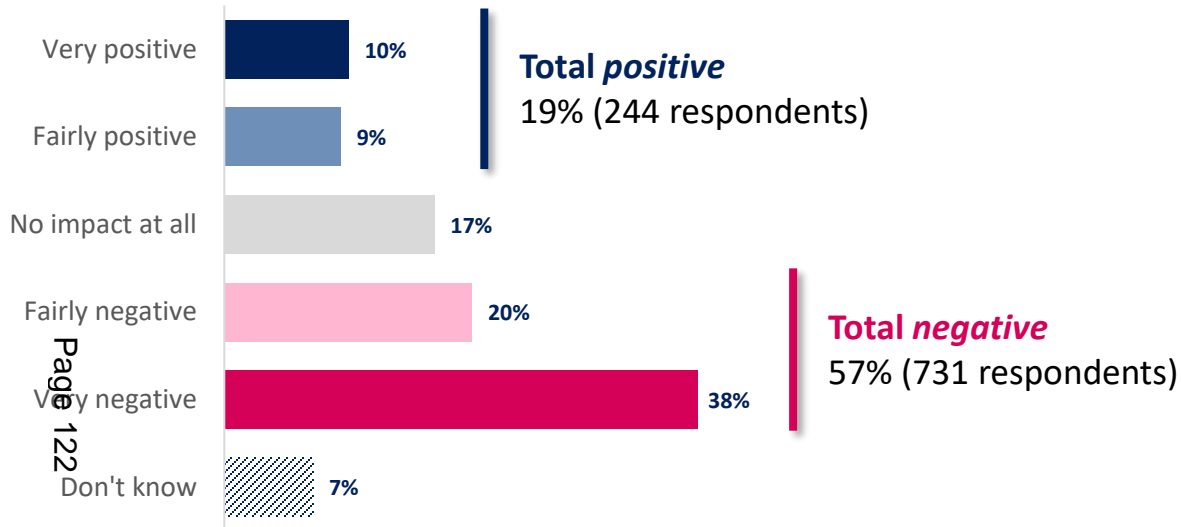
- Respondents said the proposals would have more of a *negative* impact (65%), compared to having a *positive* impact (15%)
- Respondents using an e-scooter as mode of transport had the highest *positive* impact response (31%), compared with car/van users with 12% *positive*
- Respondents responded *negative* to a greater extent in the higher age brackets, with 77% of 75 or older responding *negative* and 51% for those aged between 18-24 years old

Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

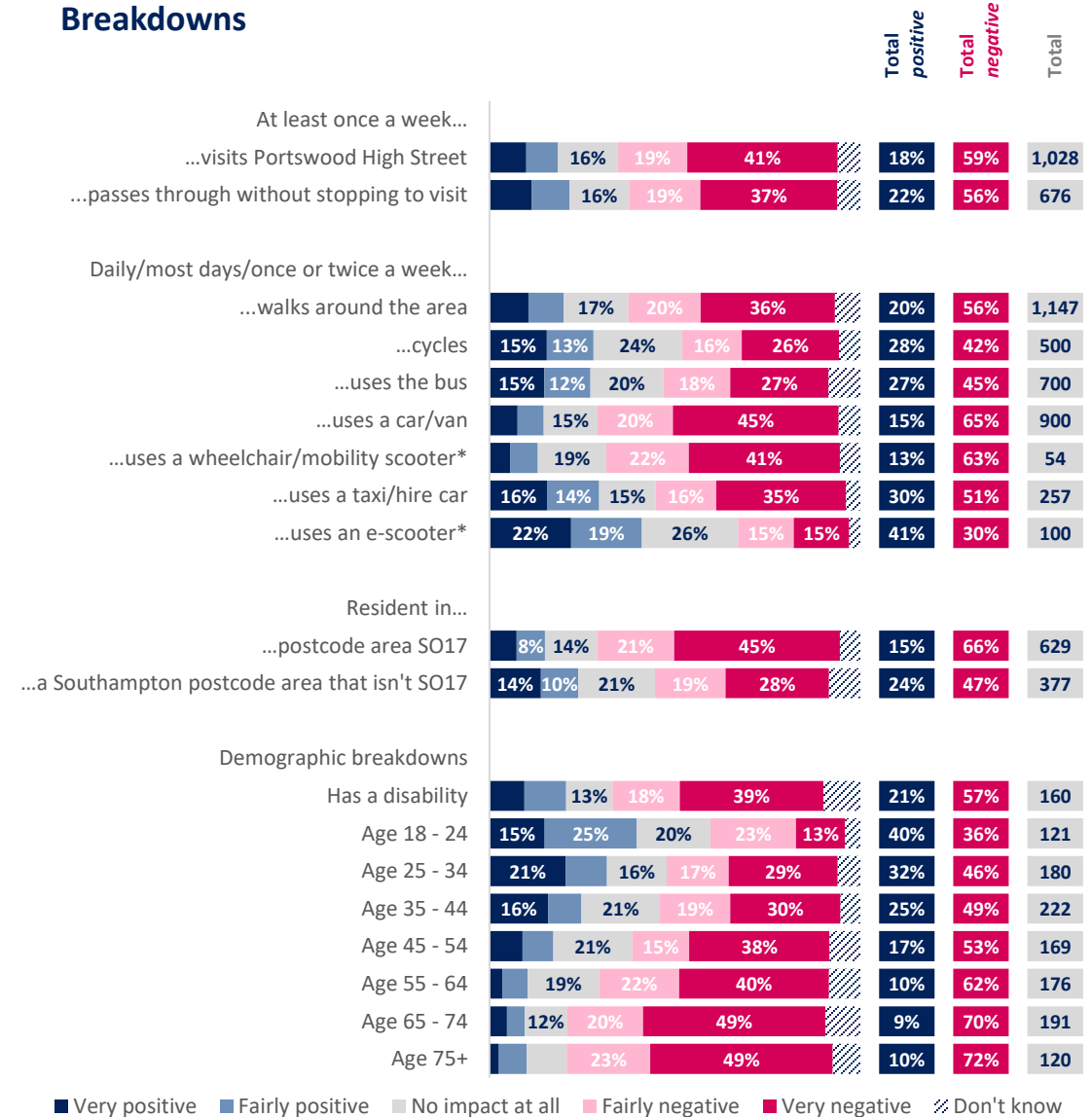
Question 16d | If these plans were to go ahead, what impact do you feel it would have on the following? *Access to properties in the Highfield area* Responses | 1,278



Key findings

- Respondents said the proposals would have more of a *negative* impact (57%), compared to having a *positive* impact (19%)
- Respondents in the city outside postcode SO17 responded *positive* 9% points more than those in SO17, 24% to 15%
- Respondents responded *positive* to a greater extent in lower age brackets, with 40% of 18 – 24 year-olds responding *positive* and 9% of those aged between 65-74

Breakdowns

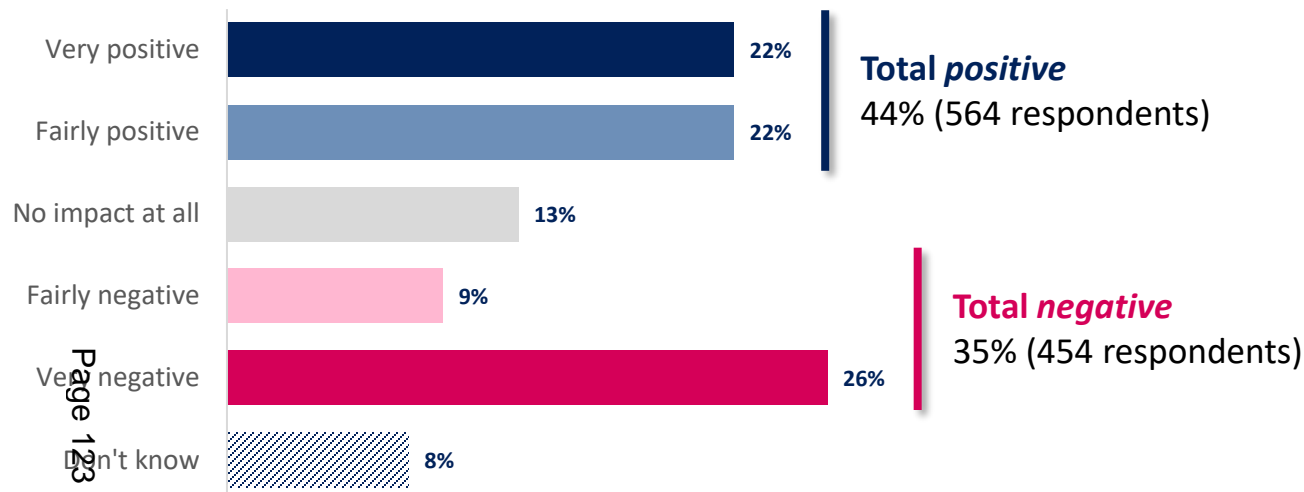


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 16e | If these plans were to go ahead, what impact do you feel it would have on the following? *Reducing drivers using residential streets in the Highfield area as shortcuts*

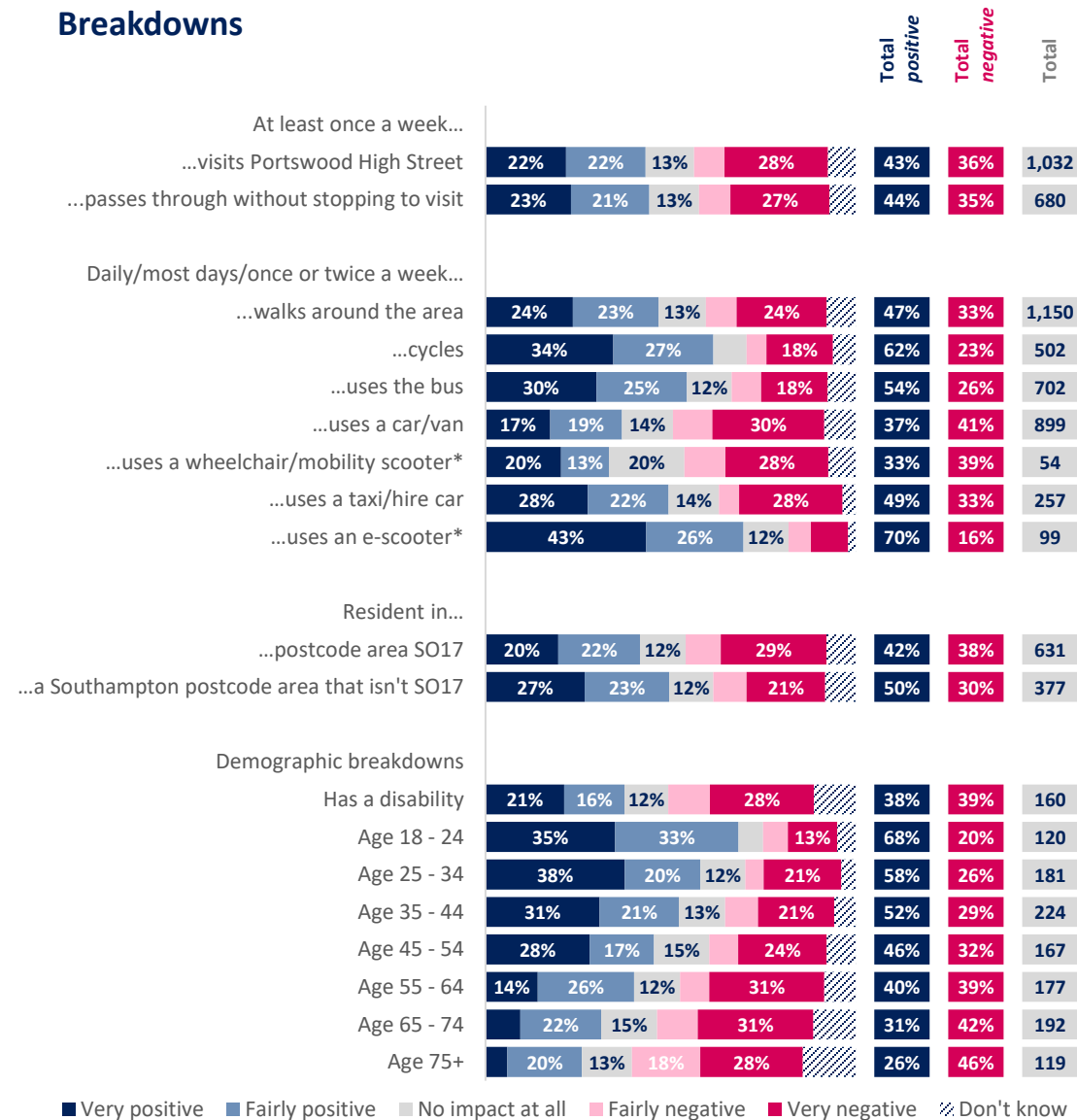
Responses | **1,281**



Key findings

- Respondents said the proposals would have more of a *positive* impact (44%), however, closely followed by having a *negative* impact (35%)
- Respondents who cycle or use an e-scooter responded the highest for *positive* impact compared to other modes of transport with 62% & 70%
- Respondents responded *positive* to a greater extent in lower age brackets, with 68% of 18 – 24 year-olds responding *positive* and 26% of those aged 75 or older doing so

Breakdowns

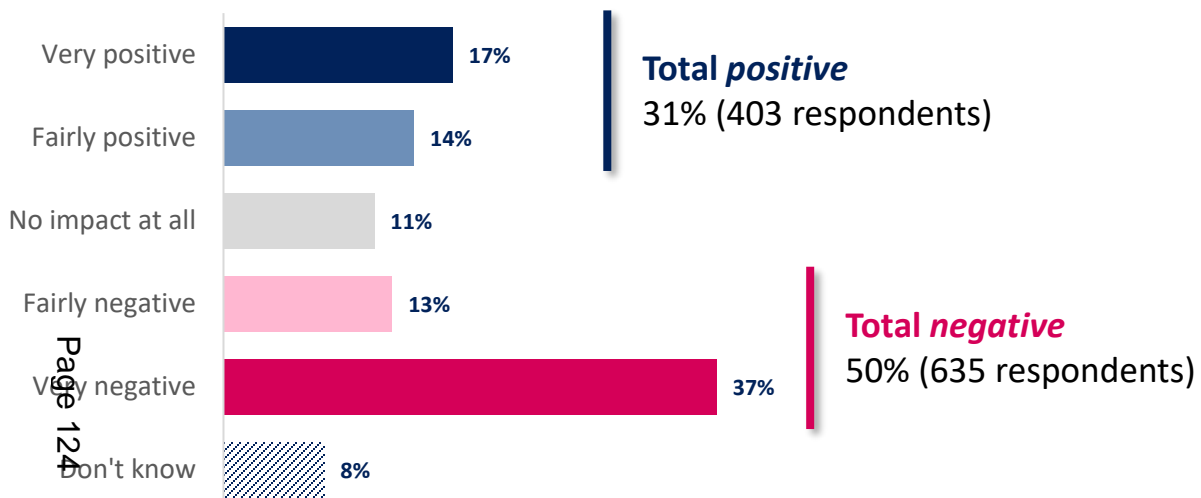


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 16f | If these plans were to go ahead, what impact do you feel it would have on the following? *Overall experience of travelling across the city for all road users*

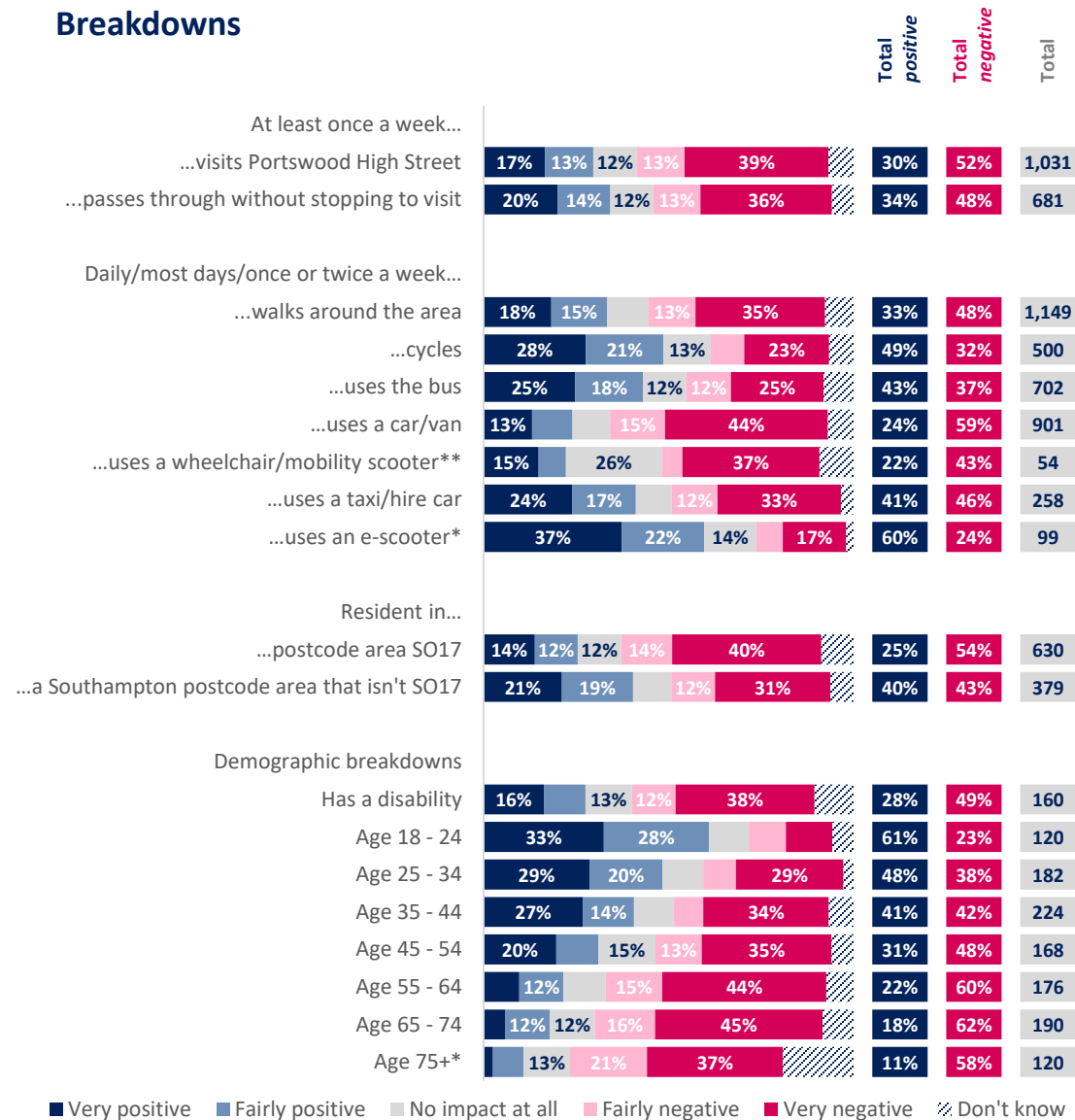
Responses | **1,280**



Key findings

- Respondents said the proposals would have more of a *negative* impact (50%), compared to having a *positive* impact (31%)
- Respondents in the city outside postcode SO17 responded *positive* 15% points more than those in SO17, 40% to 25%
- Respondents responded *positive* to a greater extent in lower age brackets, with 61% of 18 – 24 year-olds responding *positive* and 11% of those aged 75 or older doing so

Breakdowns

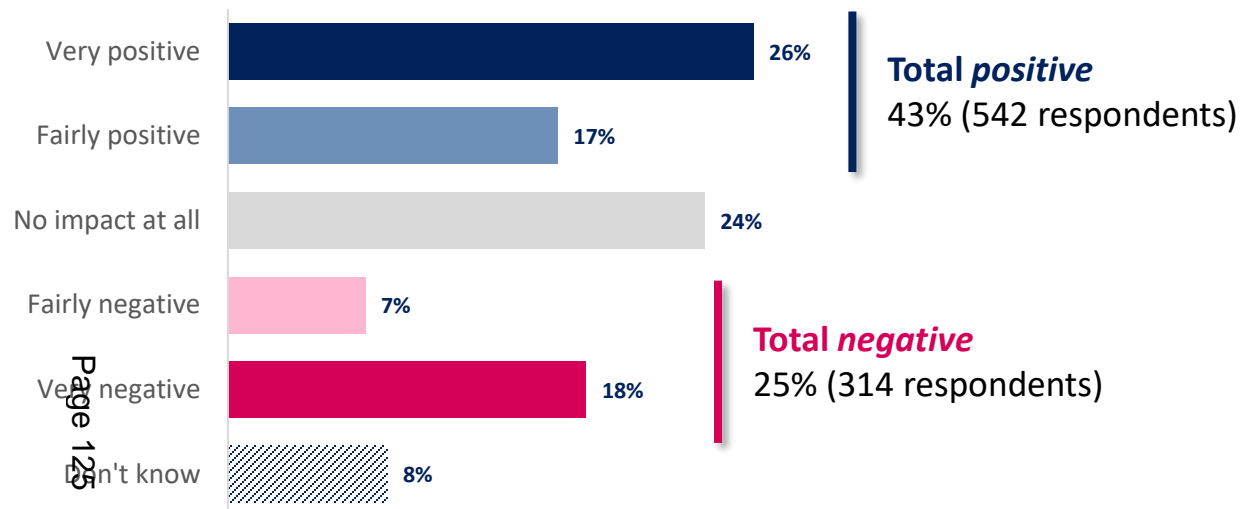


*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Question 16g | If these plans were to go ahead, what impact do you feel it would have on the following? *Air quality*

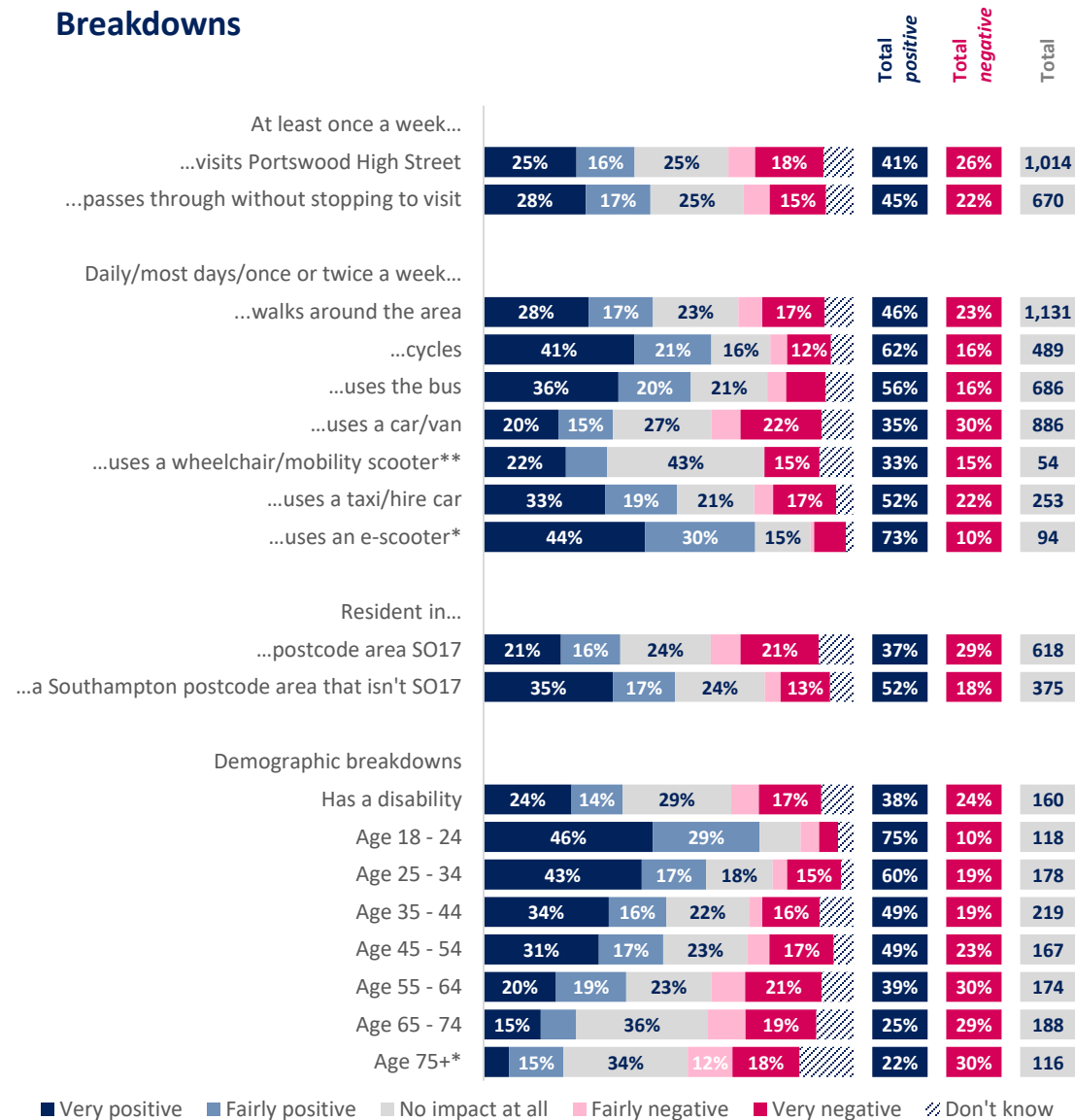
Responses | **1,259**



Key findings

- Respondents said the proposals would have more of a *positive* impact (43%), compared to having a *negative* impact (25%)
- Respondents in the city outside postcode SO17 responded *positive* 15% points more than those in SO17, 52% to 37%
- Respondents responded *positive* to a greater extent in lower age brackets, with 75% of 18 – 24 year-olds responding *positive* and 22% of those aged 75 or older doing so

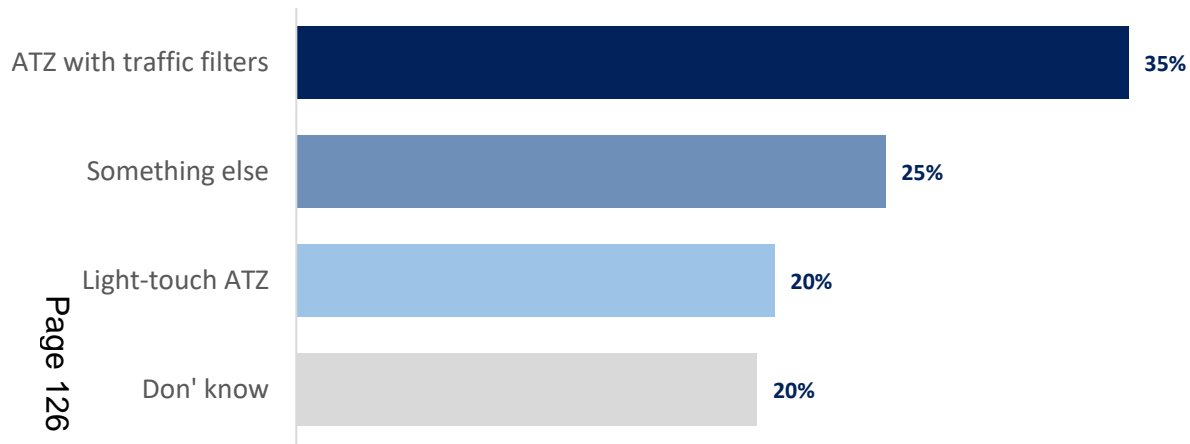
Breakdowns



*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.

Question 17 | Should these proposals be approved, which ATZ option would you prefer?

Responses | 977

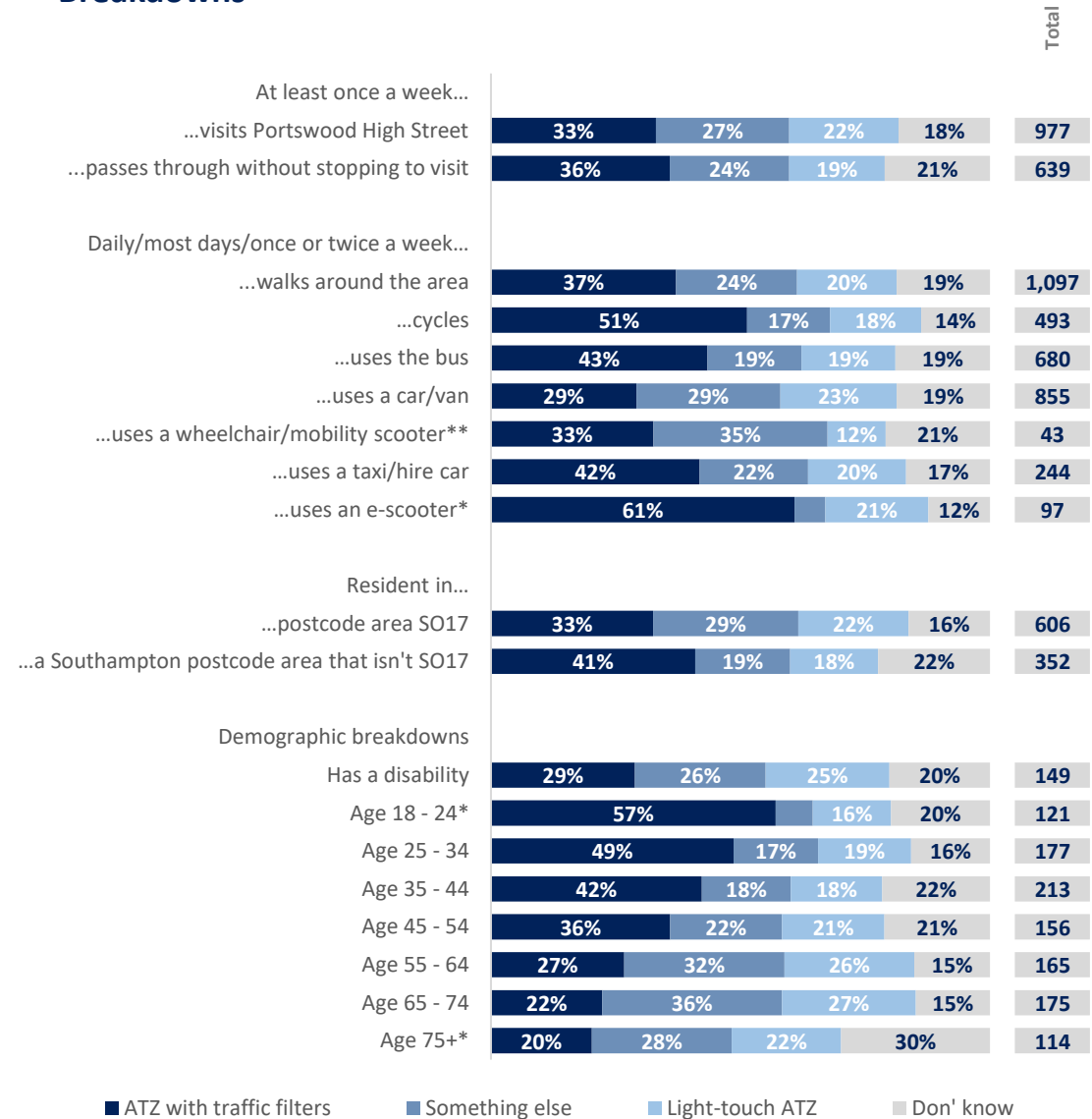


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Key findings

- 35% of respondents said they would prefer the ATZ with traffic filters option. The most unpopular ATZ option respondents would prefer is the Light – touch ATZ (20%).
- Those aged 18-24 had the highest response for the ATZ with traffic filters (57%), compared to 20% of those aged 75+ wanting this option.
- Those who use a car/van were torn between which option they would prefer. With 29% for both ATZ with traffic filters and something else.
- Respondents in the city outside postcode SO17 responded more favourable to the ATZ with traffic filters compared to those with a postcode area of SO17 – 41% to 33%.

Breakdowns



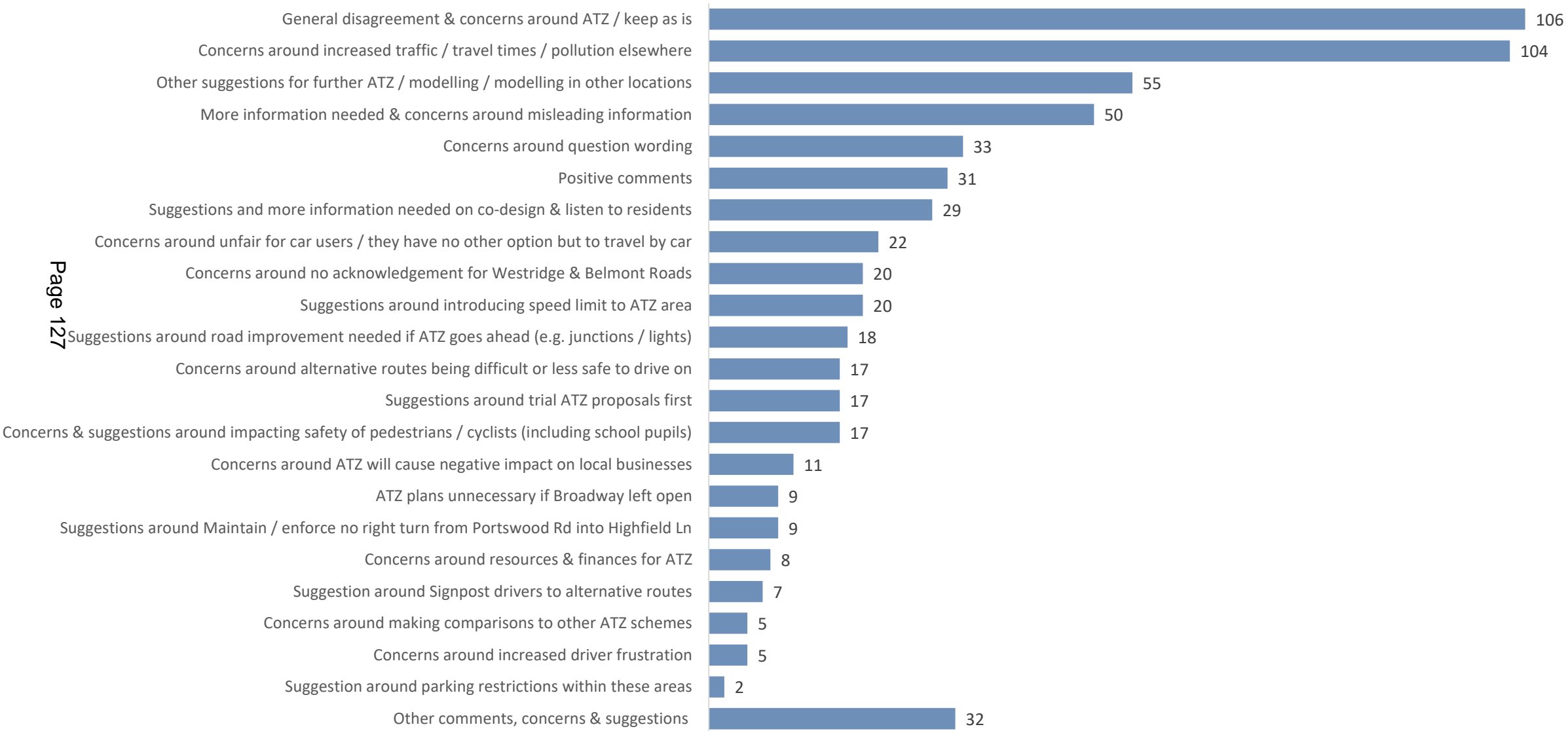
*Less than 100 respondents; **less than 50 respondents. Wheelchair/mobility scooter breakdown includes 'Once or twice a month' and 'Less often'.



Highfield Active Travel Zone

Total free text comments

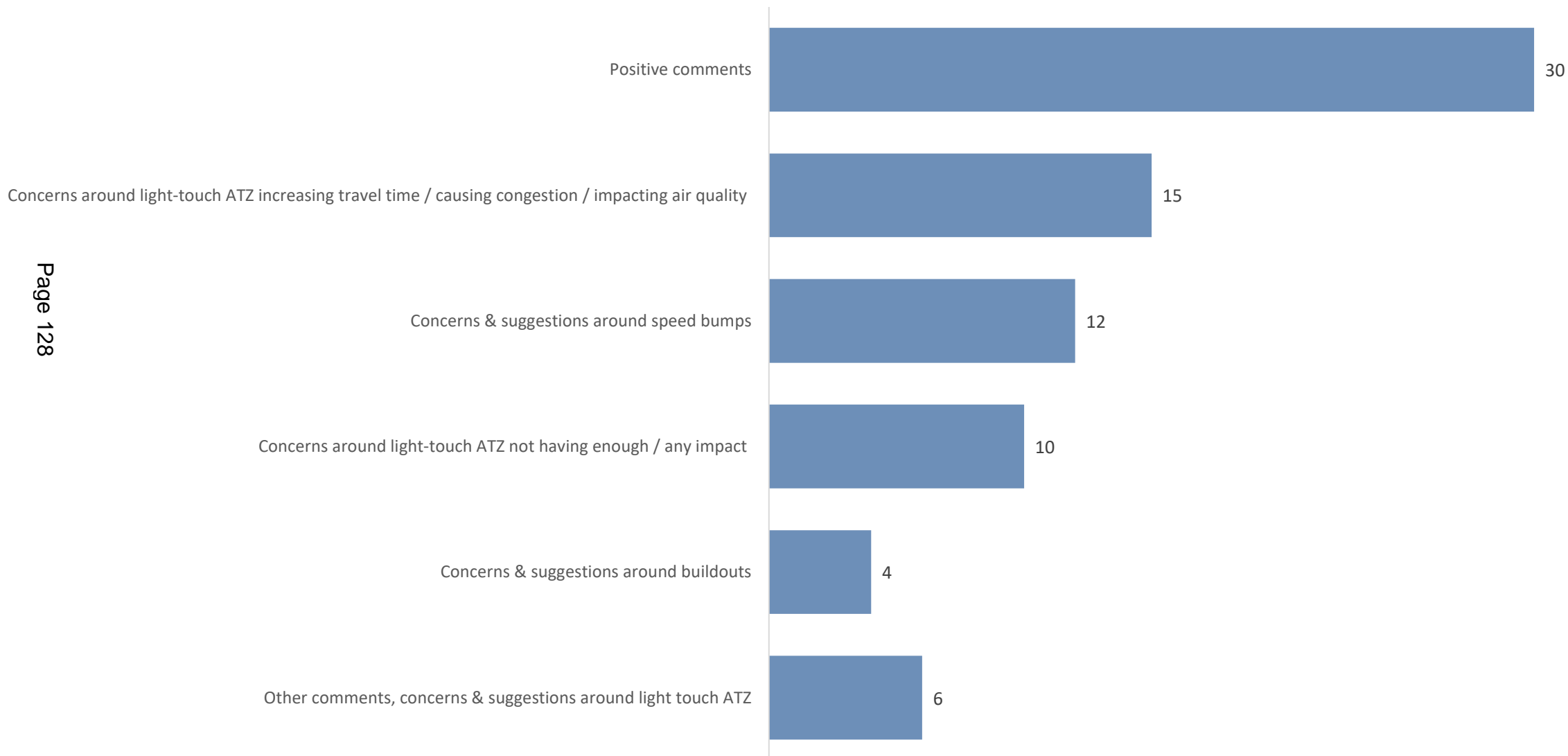
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Specifically light touch ATZ option

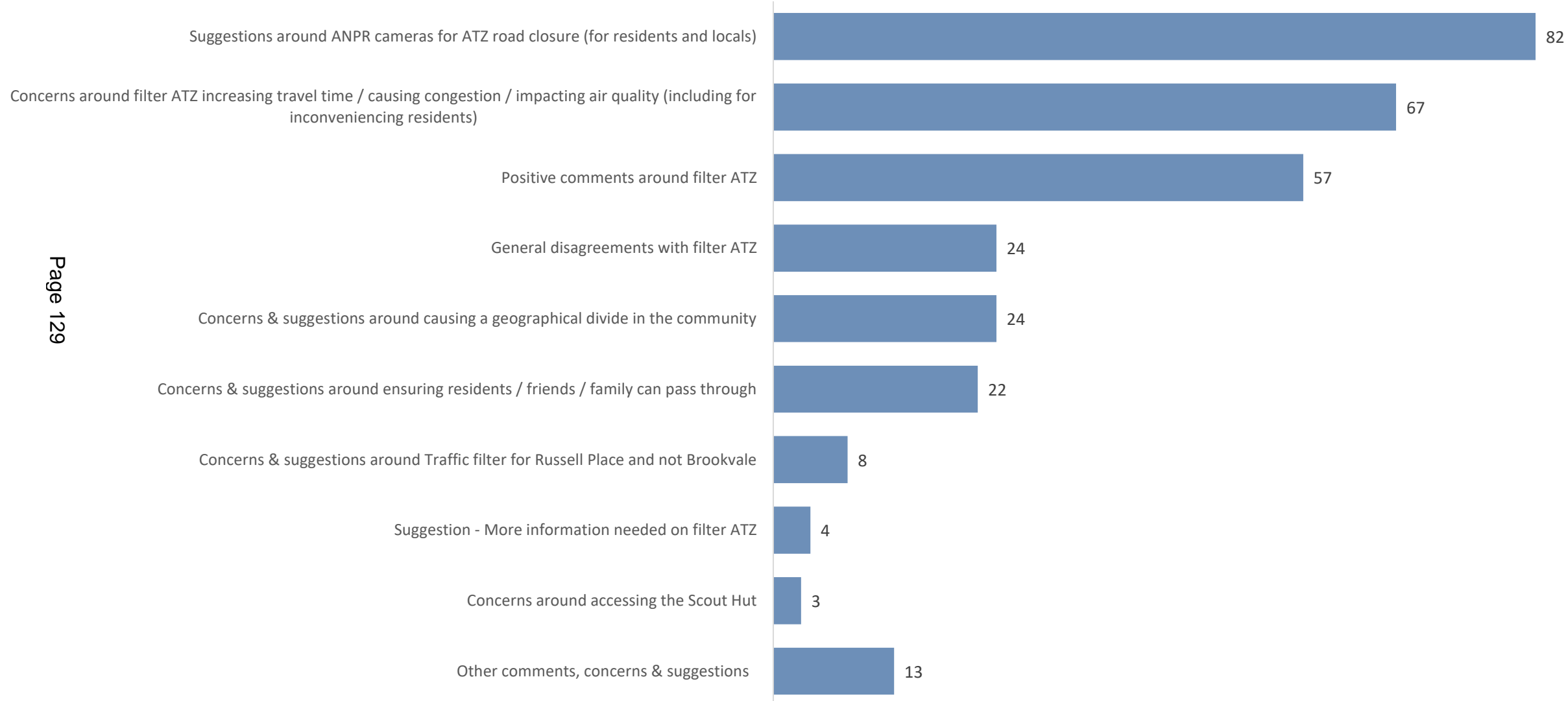
Total free text comments





Specifically Russell Place and Brookvale Road ATZ option

Total free text comments



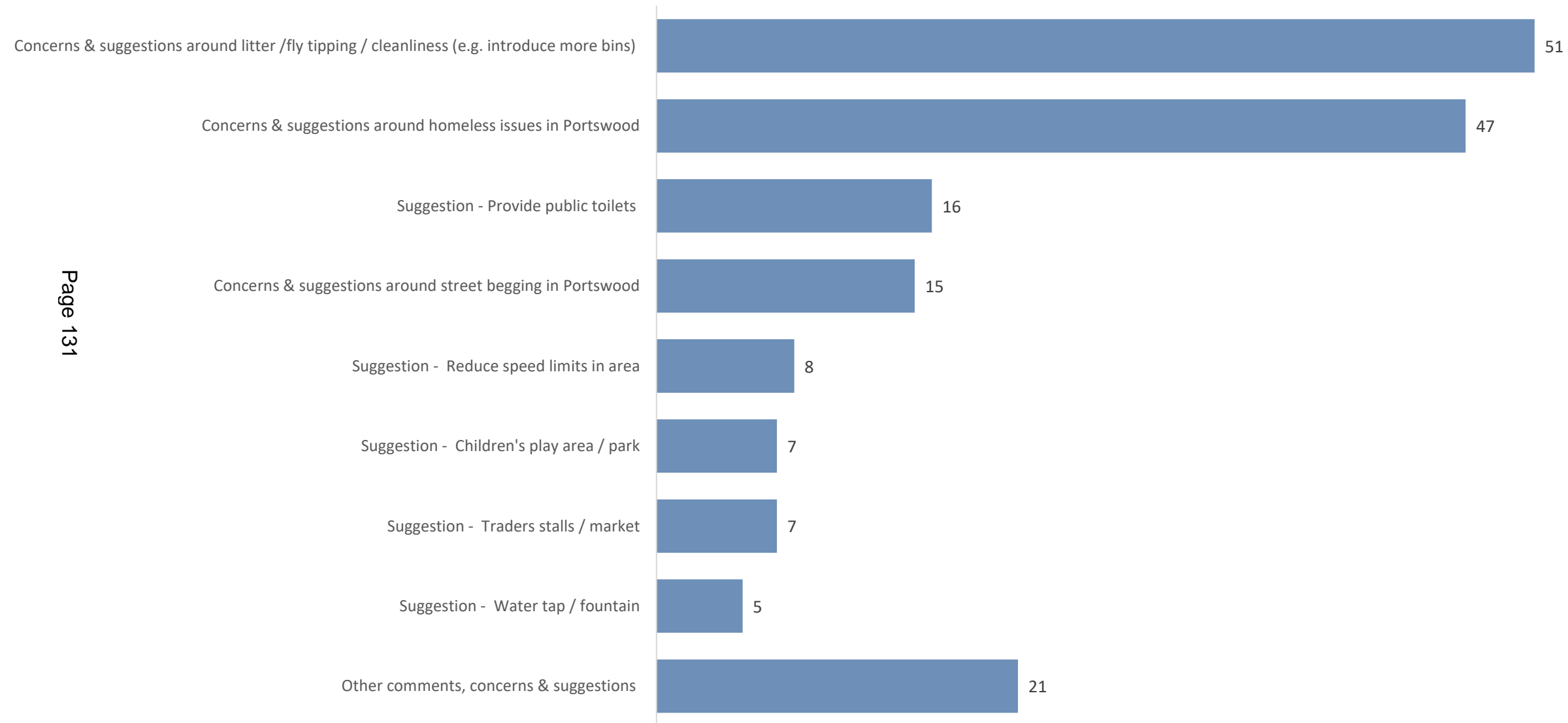


Additional free text comment analysis



Additional suggested areas of focus in the Portswood area

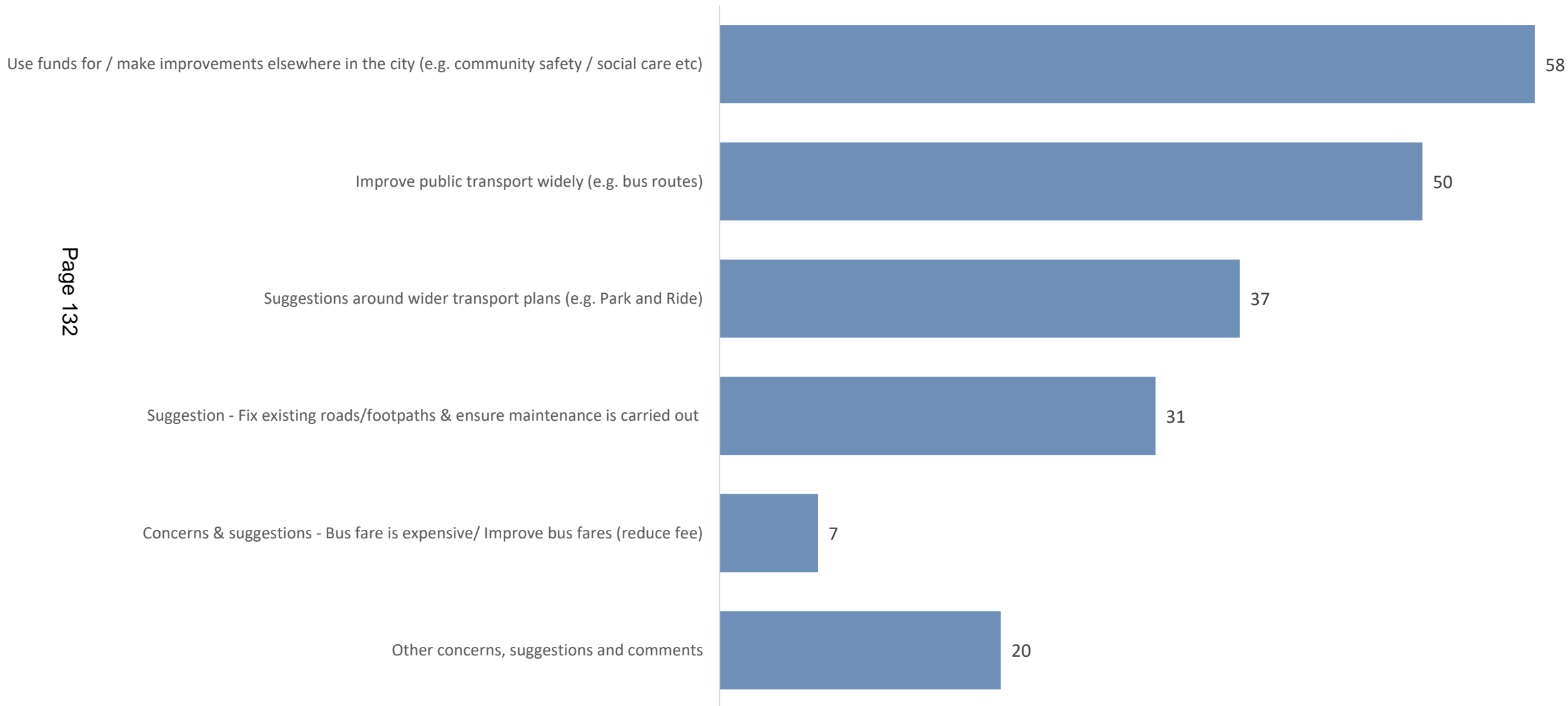
Total free text comments





Additional suggested areas of focus (e.g. across the city)

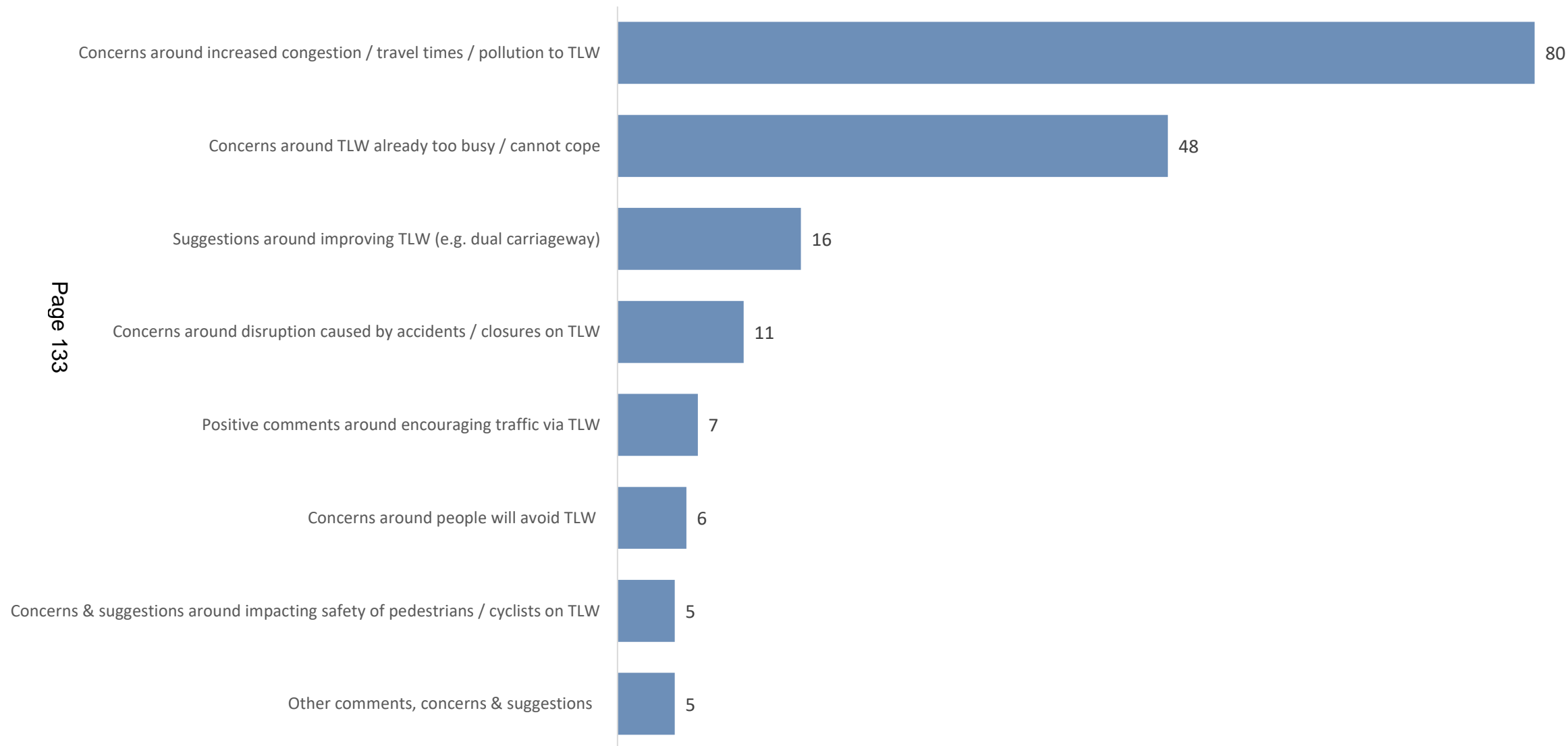
Total free text comments





Comments around Thomas Lewis Way (TLW)

Total free text comments



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Appendix 5 – “You Said, We Did”

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.</p> <p>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)	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.

¹ Southampton Data Observatory Small Area Population Forecasts – Portswood Ward [Microsoft Power BI](#)

	You said	Council Response
		<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. 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>

	You said	Council Response
		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).
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.</p> <p>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>

	You said	Council Response
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 South East 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 (eg 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.

	You said	Council Response
		<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>
7	<p>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>

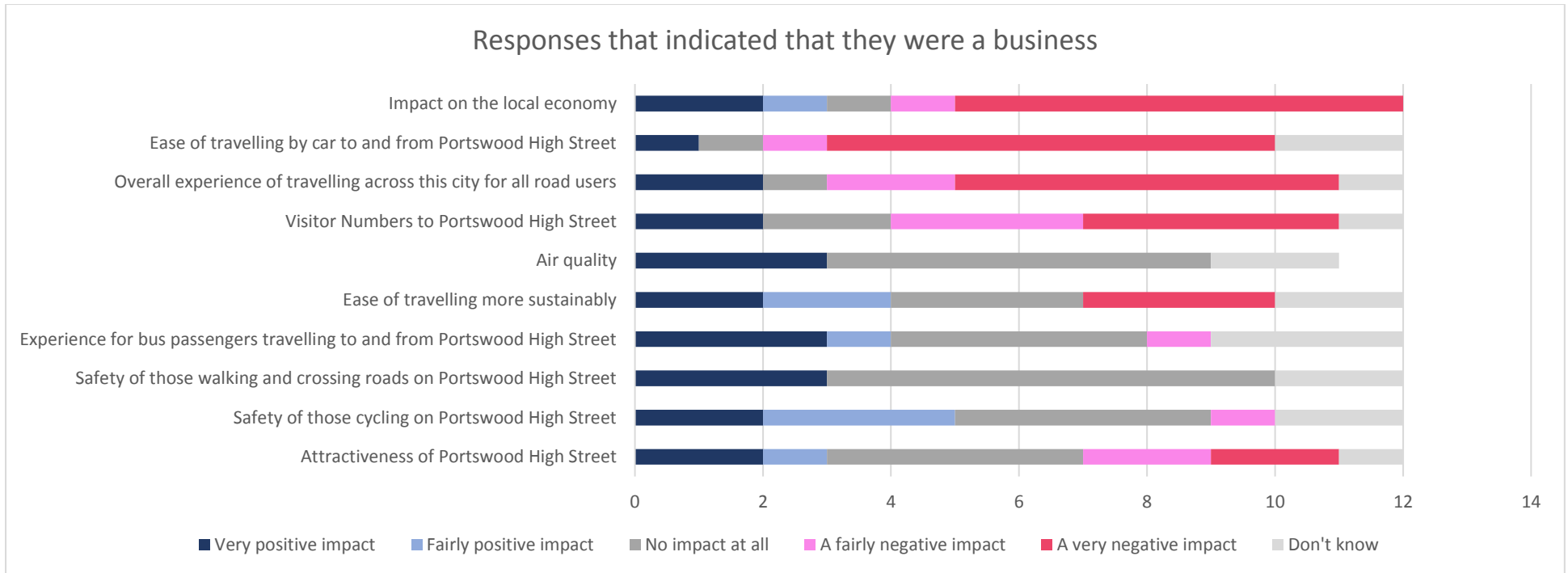
	You said	Council Response
		<p>The measures of a trial will include pre / post traffic flows on roads, the use of air quality monitors, resident / retail / visitor feedback. Measures will also be taken in relation to business activity – footfall counters, engagement with businesses on spend / profit, 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>
8	Concern – proposal not helping economy and decreasing footfall	<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> <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.</p>
9	Concern – removal of street parking for those with disabilities	<p>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.</p> <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 – 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.</p>

	You said	Council Response
10	Concern – accessing Portswood and having to drive further for those with disabilities	<p>The scheme is proposing to reduce traffic volumes on Portswood Broadway via the use of a motor vehicle restriction along the Broadway.</p> <p>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.</p>
11	Concern – Lack of Police presence / handling of reported crimes	<p>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.</p> <p>The Council continue to work with Police in the area to address anti-social behaviour.</p>
12	Concern – Proposal causing an increase in crime and antisocial behaviour	<p>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.</p> <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 – including having representatives from the Police to advise on aspects such as designing out crime in public spaces.</p> <p>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.</p>

	You said	Council Response
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>

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

You said	Council Response
<p>Concerns over loading – delivery time of day cannot be guaranteed, parcels will be difficult to moved from truck to store front over large distances</p>	<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 – including seeking people to represent the views from businesses.</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 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 road <p>The bus gate / motor vehicle restriction may have an exemption for HGV movements south – north to allow for trucks to provide loading for Portswood Broadway from the south and exit without having to turn around / use Westridge Road to exit the Broadway area. In addition, a loading bay could be introduced on the St Denys Road spur road adjacent to the proposed Travel Hub, which would provide for loading opportunities from St Denys Road or the north.</p>

<p>Car users come to the area for the convenience of on street car parking and reduction of this will impact business</p>	<p>An Access Strategy was prepared for the consultation material which showed that car users will still be able to access existing on-street car parking spaces.</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 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 road <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 – including seeking people to represent the views from businesses.</p>
<p>Spend money on Policing and security cameras</p>	<p>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.</p> <p>The Council continue to work with Police in the area to address anti-social behaviour.</p>

<p>Current bus network are not good enough to be relied on for providing main access / requires a city wide improvement</p>	<p>The Portswood Broadway scheme is one part of the wider Transforming Cities Fund projects which is improving four corridors across the city, plus the city centre. The key aims are to deliver an ambitious proposal of transport investment to sustainably connect people from where they live to the City Centre, places of work, education and leisure, aiming to increase the number of people cycling, walking and using public transport, reduce congestion, improve air quality, and place Southampton at the forefront of economic competitiveness and productivity.</p> <p>Further work will be carried out on the Council's Local Transport Plan after the completion of the Transforming Cities Fund to identify gaps in the transport offering across the city region. Ongoing work on the Bus Service Improvement Plan will also see a review of the city wide bus network and what routes may be required after the improved bus priority works</p>
<p>Other schemes like these have not worked – recent Bedford Place / Carlton Place for example</p>	<p>The submission quoted recent scheme where prioritising pedestrians has not worked such as Bedford Place. Ongoing work with retailers of Bedford Place since the introduction of the scheme has indicated that local businesses are in favour of the scheme and acknowledge the benefits that the scheme has delivered for footfall and turn over for their businesses.</p> <p>However, it is proposed to introduce the scheme on a trial basis.</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>Concern that there will be no enforcement of the proposed restrictions</p>	<p>The Council is required to follow Department for Transport guidelines on the introduction of motor vehicle restrictions and their enforcement. This includes the Council exhausting other solutions such as engineering treatments / signage before carrying out camera enforcement.</p> <p>The scheme will be introduced on a trial basis which will include examination of the level of compliance before camera enforcement can be introduced.</p>

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Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

Name or Brief Description of Proposal	Portswood Broadway next steps
Brief Service Profile (including number of customers)	
<p>Transport and Planning / Integrated Transport service is responsible for the policy and strategy relating to all transport activities within the City.</p> <p>It is responsible for managing the Local Transport Plan (LTP), Bus Service Improvement Plan (BSIP) between the Council and local bus operators, and the Southampton Cycling Strategy.</p> <p>Integrated Transport is delivering the Transforming Cities Fund (TCF) – a government funded programme to provide changes to the transport network including improving walking / wheeling, providing bus priority to make buses faster and more reliable, and new transport interchanges. Portswood Broadway is a scheme in the Eastleigh – Portswood – City corridor for the TCF programme. The extent of the proposals are for Portswood Broadway and surrounding areas including Highfield.</p> <p>Customers for the project include:</p> <ul style="list-style-type: none"> • People who drive along Portswood Road • People who visit / shop at Portswood Broadway • Retailers / traders who trade at Portswood Broadway • Residents in the surrounding area of Portswood Broadway 	
Summary of Impact and Issues	
To authorise the trial of a part time bus gate / motor vehicle restriction on	

Portswood Broadway via an Experimental Traffic Regulation Order
 Measures to limit the impact on adjacent streets via an Active Travel Zone
 To establish a co-design group to inform design decisions for Portswood Broadway

Access to the Broadway area by those who chose to drive

Increased traffic elsewhere by displacing traffic from Portswood Broadway

Impact on the local economy due to reduced access for those who chose to drive

Anti-social behaviour from e-scooter riders

Access to the Broadway for those with mobility issues

Anti-social behaviour in the wider area

Potential Positive Impacts

Improved reliability and journey times for buses

Provision of better facilities for those who chose to walk / wheel

Improvements to local economy from increased visitor numbers overall

Increased biodiversity / greening in public spaces

Improved security / CCTV presence / safer spaces by design

Design principles focusing on improvements for people with disabilities / aged / mobility issues

Responsible Service Manager	Wade Holmes
Date	December 2023
Approved by Senior Manager	
Date	

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	<p>Consultation results indicate an age trend in results with the older demographic more likely to indicate that the proposals will have a negative impact on</p> <p>Ease of travelling more sustainably</p> <p>Ease of travelling by car</p>	<p>Bus travel forms a key transport mode for people aged over 65 with the availability of the concessionary bus pass. This project will make bus travel more attractive and a viable option</p> <p>The scheme design will take design principles of 8-80 – designing for all abilities / age ranges. Documents references will include LTN1/20 cycle design guide.</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>
Disability	<p>Consultation results indicate that people who identified as having a disability / use a wheelchair / mobility aide more likely to indicate that the proposals will have a negative impact on:</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</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<ul style="list-style-type: none"> • Ease of travelling more sustainably • Ease of travelling by car 	<p>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> <p>The scheme is proposing to introduce design elements such as Alzheimer friendly features, seating / rest areas for people who cannot walk long distances, new accessible kerbs for loading / unloading onto buses, and providing accessible pavements including new drop kerbs and level pavement surfaces.</p> <p>The operation time of the proposed bus gate / motor vehicle restriction has now been suggested as a timed restriction to allow from access for loading and people who chose to drive – new restriction 7am – 10am and 4pm – 7pm</p>
Gender Reassignment	<p>Data has not been sourced about gender reassignment in the consultation survey</p> <p>Of the 1,007 hate crimes reported in Southampton in</p>	<p>An upgraded bus interchange as part of the works will provide increased seating, lighting and information on routes to limit the time</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>2023, less than 50 were related to transgender identity.</p> <p>Safety concerns relating to hate crime may be exacerbated at night time and in darkness</p>	<p>required to wait for buses.</p> <p>Additional CCTV will be installed to address antisocial behaviour.</p> <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 – including having representatives from the Police to advise on aspects such as designing out crime in public spaces.</p>
Marriage and Civil Partnership	<p>Data has not been sourced for marriage / civil partnership usage on the Broadway</p> <p>It is not anticipated that the proposals will have a greater negative impact on these individuals</p>	<p>No specific mitigation is proposed</p>
Pregnancy and Maternity	<p>Impact relates to issues of accessibility with reduced mobility / using buggies for transport</p> <p>People in this category who chose to drive may need to park in closer proximity to their destination</p> <p>People in this category who chose to cycle may have larger styled bicycles (cargo bikes)</p>	<p>The scheme is proposing to introduce design elements such as Alzheimer friendly features, seating / rest areas for people who cannot walk long distances, new accessible kerbs for loading / unloading onto buses, and providing accessible pavements including new drop kerbs and level pavement surfaces.</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
		<p>The operation time of the proposed bus gate / motor vehicle restriction has now been suggested to be timed to allow from access for loading and people who chose to drive – new restriction 7am – 10am and 4pm – 7pm</p>
Race	<p>80.7 % of Southampton residents identify with being white, with 10.6% identify being Asian / Asian British, 3% identify being Black, Black British</p> <p>Of the 1,007 hate crimes reports in Southampton in 2021, the majority (almost 600) were related to race</p> <p>Safety concerns relating to race may be exacerbated at night time and in darkness</p>	<p>Additional CCTV will be installed to address antisocial behaviour.</p> <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 – including having representatives from the Police to advise on aspects such as designing out crime in public spaces.</p>
Religion or Belief	<p>43.4% of Southampton have no religion, 40.1% Christian and 5.6% Muslim</p> <p>Portswood Broadway is adjacent to a large Mosque</p>	<p>Additional CCTV will be installed to address antisocial behaviour.</p> <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 – including having representatives from the Police to advise on aspects such as</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
		designing out crime in public spaces.
Sex	<p>Survey respondents for the Broadway scheme were 65% male / 45% female, which is against the general percentage split across Southampton city wide. However, it is considered that the views of the impacts of the scheme have been gathered from both sexes.</p> <p>It is not anticipated that the proposals will have a greater negative impact on these individuals</p>	No specific mitigation is proposed
Sexual Orientation	<p>Hate crime reporting data for Southampton indicates that of 1007 hate crime reported incidents in 2021, sexual orientation made up approximately 150 reports.</p> <p>Safety concerns relating to sexual orientation may be exacerbated at night time and in darkness</p>	<p>An upgraded bus interchange as part of the works will provide increased seating, lighting and information on routes to limit the time required to wait for buses.</p> <p>Additional CCTV will be installed to address antisocial behaviour.</p> <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 – including having representatives from the Police to advise on aspects such as designing out crime in public spaces.</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Community Safety	<p>The consultation has seen respondents raise issues relating to anti-social behaviour with an increase in seating / congregating spaces</p>	<p>Additional CCTV will be installed to address antisocial behaviour.</p> <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 – including having representatives from the Police to advise on aspects such as designing out crime in public spaces.</p>
Poverty	<p>Southampton is a relatively deprived city being 55th out of 317 local authorities and some areas being within the 10% deprived in England</p> <p>Bus travel is a viable option for people on low incomes in Southampton, with bus fares representing an affordable travel options compared to other modes.</p> <p>Some characteristics of people in poverty may prevent them from accessing information such as written material or on the internet</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>
Health & Wellbeing	<p>The Southampton area has high rates of obesity and poor health</p>	<p>The scheme will provide improvements to walking and wheeling, making them more attractive and in turn increase the numbers of active transport activity in the area.</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
		Design principles to make the street more healthy – improving air quality, additional street trees, reduction in traffic numbers will reduce noise
Other Significant Impacts		

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DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE		
DATE OF DECISION:	1 FEBRUARY 2024		
REPORT OF:	SCRUTINY MANAGER		
<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director – Corporate Services	
	Name:	Mel Creighton	Tel: 023 8083 3528
	E-mail	Mel.creighton@southampton.gov.uk	
Author:	Title	Scrutiny Manager	
	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail	Mark.pirnie@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
N/A			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.			
RECOMMENDATIONS:			
	(i)	That the Committee considers the responses from the Executive to recommendations from previous meetings and provides feedback.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	Appendix 1 of the report sets out the recommendations made to the Executive at previous meetings of the Overview and Scrutiny Management Committee (OSMC). It also contains a summary of action taken by the Executive in response to the recommendations.		
4.	The progress status for each recommendation is indicated and if the OSMC confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed, it will be kept on the list and reported back to the next meeting. It will remain on the list until such time as the Committee accepts the recommendation as completed. Rejected recommendations will only be removed from the list after being reported to the OSMC.		

RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
5.	None.
<u>Property/Other</u>	
6.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
<u>Other Legal Implications:</u>	
8.	None
RISK MANAGEMENT IMPLICATIONS	
9.	None.
POLICY FRAMEWORK IMPLICATIONS	
10.	None
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Monitoring Scrutiny Recommendations – 1 February 2024
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out?	No
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?	No
Other Background Documents Equality Impact Assessment and Other Background documents available for inspection at:	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None

Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 1 February 2024

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
11/01/24	Safer City	Southampton Safe City Partnership – Annual Review	1) That, to address the issues that lead to the levels of crime experienced in Southampton, decision makers ensure that the focus on prevention remains central to the approach adopted by the Council, and Safe City Partnership, irrespective of the financial pressures on public services.	The Safe City Partnership have agreed the following response: <i>That, to address the issues that lead to the levels of crime experienced in Southampton, decision makers ensure that the focus on prevention remains central to the approach adopted by the Council, and the statutory partners across the Safe City Partnership, recognising the partners and the wider Partnership will do this with consideration to the financial pressures placed on public services at this time.</i>	Completed
14/12/23	Environment & Transport	Portswood Broadway Consultation - Update	1) 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.	Agree that issues raised will be considered for the development of the scheme.	Completed
			2) 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.	The Strategic Outline Business Case (SOBC) as submitted to the Department for Transport for the bid included predictions for modal shift for the Portswood Corridor Scheme. A copy of the SOBC is here https://www.southampton.gov.uk/media/tvtn1shq/southampton-tcf-sobc_tcm63-428998.pdf Portswood is part of Corridor 4 package of works. From Figure 5-7 Absolute change in 24 hour trip modes from do minimum:	Completed

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Appendix 1

Agenda Item 10

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
Page 162				<ul style="list-style-type: none"> • Approximately 2,200 less vehicle trips per day • Approximately 900 extra public transport trips • Approximately 900 extra Active mode trips 	
			3) That the Service Manager for Integrated Transport clarifies when the referenced traffic survey was undertaken and whether it coincided with major roadworks within the vicinity of Portswood Broadway.	<p>Traffic surveys were carried out 14 – 18 March 2023 for ANPR camera surveys, and automatic vehicle counts on roads 13 – 19 March 2023, with the results analysed in April 2023 (desktop analysis).</p> <p>The major traffic management scheme of St Denys Road being one way commenced 3 April 2023.</p> <p>The counts were carried out without conflict from major road works.</p>	Completed
			4) That, reflecting the Committee’s concerns that the detail within the report does not adequately address the request made when the issue was considered by the OSMC in February 2023, the Committee recommended that the Cabinet Member and officers clearly demonstrate within the decision-making report, how the proposals will impact on the city’s net zero ambitions.	Information will be provided in the January Cabinet report on the net zero ambitions.	Completed