DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
SUBJECT:	PORTSWOOD CORRIDOR PHASE 1 CONSULTATION
DATE OF DECISION:	2 FEBRUARY 2023
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT AND DISTRICT REGENERATION

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STATEMENT OF CONFIDENTIALITY

consultation is required.

NOT APPLICABLE

BRIEF SUMMARY

This document outlines a summary of the results of the first phase of the public consultation conducted for the Portswood Corridor for the Overview and Scrutiny Management Committee (OSMC). This will outline what consultation has been conducted to date and a summary of the results. It also outlines what the next steps are for the project.

RECOMMENDATIONS:			
	(i)	That the Committee note the results of the first phase of the consultation process	
	(ii)	That the Committee note the next steps including the gathering of additional data sets and further information before commencing the next phase of consultation for the project.	
REAS	REASONS FOR REPORT RECOMMENDATIONS		
	The first phase of public consultation showed that additional data sets and information is required that will be used to inform the second phase of consultation and what additional information will be shared. Once this second phase of consultation is concluded, a decision can then be made on the project.		
ALTER	RNATIVE	OPTIONS CONSIDERED AND REJECTED	
1.	Proceed with the project informed by the consultation to date. This has been rejected as there are still outstanding areas of concern that need to be		

addressed before an informed decision can be made and additional

2.	No longer proceed with project. This has been rejected as although there are still outstanding areas of concern, there is support in the community to proceed with the project as well as significant evidence that the project will have a positive and regenerative effect on the area.
DETAIL	(Including consultation carried out)
3.	In 2020, Southampton was one of 12 cities that received funding through the Department for Transport's Transforming Cities Fund.
4.	The joint bid submitted in November 2019 by Southampton City Council and Hampshire County Council for Southampton and Hampshire was awarded £57m of Government funding towards the total £68.5m programme and covers the four years to March 2024. The remainder of the funding comes from local match contributions with the Council and its partners.
5.	The programme's key objectives of the programme are:
	 Making the Southampton City Region a productive vibrant and successful place at the forefront of innovation; Supporting sustainable economic growth by connecting our City Region together; Providing people with a more effective commute through a new Rapid Transit System; and
	 Providing additional sustainable, healthy and active mobility options to meet the needs of and empower all residents.
6.	Why Portswood Corridor?
	The proposals for the Eastleigh to Southampton Corridor aims to better connect Fair Oak and Bishopstoke to Eastleigh, and onwards from Eastleigh to Southampton Airport and Southampton City Centre by bus and bike. This would focus on improved cycle links and improved bus journey times and reliability for buses, with improved connections to the University of Southampton and the rail network at Eastleigh, Southampton Airport, Swaythling and St Denys stations.
7.	Within the boundary of Southampton, the corridor consists of Thomas Lewis Way (TLW), which is being upgraded as the key vehicular route, and Portswood Road which would provide the key route for buses and people cycling and walking.
8.	The corridor carries approximately 12,000 vehicle trips per day via Portswood Broadway and 20,000 on TLW, with 26 two-way buses an hour on Portswood Broadway.
9.	The total investment into the corridor across Hampshire County Council and Southampton City Council facilitated by TCF is in the order of £18m.
10.	The improvements to TLW focus on its key junctions with signal technology being upgraded, pinch points being removed and crossing facilities being upgraded at its junction with St Denys Road. The value of these works are in the order of £1.5m, with Mayfield junction and signal upgrade at St Denys Road junction complete, and Horseshoe Bridge junction currently on site.
	The improvements to TLW aim to enhance the strategic function of the corridor in the movement of through traffic in and out of the city and so reduce the demand and need for through traffic using Portswood Broadway.

11.	The Southampton Mass Transit System (SMTS) and Bus Service Improvement Plan (BSIP) set out the ambition for public transport in Southampton to be reliable, frequent and integrated. Portswood Road is one of the identified Rapid Bus Corridors within the SMTS and measures have been investigated to improve bus journey times and making them more reliable between Eastleigh and Southampton via Portswood. The corridor is also being investigated through the Southampton Mass Rapid Transit (MRT) study which will look at future innovation and measures along the corridor. This is concluding in Spring 2023 and will help to inform the strategy for Portswood Road.
12.	Summary of the key schemes consulted on for the Portswood Corridor:
	 Portswood Broadway scheme, budgeted at £2.9m, includes the following key objectives: To regenerate and make the district centre a more competitive economic area; Make the district centre more attractive and a more enjoyable place to spend time; Provide greening, improve bio-diversity and more space for pedestrians within the district centre; Improve walking and cycling connectivity to and through the district centre; Provide safer crossing opportunities; and Improved priority to buses via upgraded signal technology.
	 The Lodge Road junction improvements, budgeted at £0.90m, includes the following key objectives: Provide safer crossing opportunities for people traveling on foot or by bike; Afford more priority to buses via upgraded signal technology; Northbound vehicle traffic guided away from Portswood Road residential area; Slow vehicles turning left from lodge road onto Portswood Road; Removal of the left slip lane from Lodge Road to Portswood Road; noting that the left turn would still remain available; Improved connection for people who chose to cycle; and New toucan crossing on Bevois Hill at its junction with A335.
	 Portswood Travel Hub budgeted at £0.31m, includes the following key objectives: Improved transport mode options; Increased disabled access and parking; and Improve public realm and green spaces.
	 Active Travel Zone in the Highfield area, includes the following key objectives: 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.	In addition to the key schemes as outlined in the paragraphs above, the corridor works include cycle, bus and travel hub schemes within Eastleigh (to be delivered by Hampshire County Council), bus priority measures for

	Swaythling are being considered, the St Denys Active Travel Zone (delivered), St Denys Road corridor (for delivery in 2023) and Wessex Lane schemes (delivered).
14.	In order to assess the impacts of the proposal, a survey involving Automatic Traffic Counts was carried out in April-May 2021, and delivery & service surveys in May-June 2021. Automatic Number Plan Recognition data was collected July 2021 and parking surveys conducted July 2021. In addition, the council have continuous monitoring of pedestrian counts in the area along with air quality sensors.
15.	A microsimulation model was developed for the corridor by an independent consultant to assess the impacts of restricting access for vehicles along Portswood Broadway, alongside enhancing the flow of traffic and capacity along TLW. The extents of the model included the entire A335 Thomas Lewis Way from Bevois Valley Road to Stoneham Way, Portswood Road from Bevois Valley Road to Burgess Road / High Road, and St Denys Road from Highfield Lane to Manor Farm Road / Cobden Bridge. All side roads along the corridor were included in the model as junctions onto the main road network but were not individually modelled.
16.	The model analysed the shift of traffic from Portswood Broadway to TLW. It then assessed the impact of this shift on TLW. The findings were that the improvements to TLW and anticipated mode shift will mitigate any impacts caused by the additional traffic on TLW from Portswood Broadway. Ongoing monitoring is currently planned to ensure the improvements meet the predicted capacity enhancements.
Consulta	ation Overview
17.	Initial perception surveys were carried out in October and November 2020 with the findings made available on Council websites in January 2021. An on-street customer survey for Portswood Broadway was conducted in September/October 2021 the results of which were published and widely promoted on the Council's website and promotional material. Officers conducted a full public consultation which ran from 3rd October –
	13th November 2022 on four schemes along the Portswood Corridor which included:
	 a. Portswood Broadway; b. Highfield Active Travel Zone; c. Lodge Road Junction improvements; and d. Portswood Travel Hub
18.	 The consultation consisted of: a. Creation of website material with an online survey; b. Stakeholder meetings; c. Two rounds of mailout to 6,487 residents & business owners in the surrounding area; d. Face to face engagement with local businesses; e. Copies of a printed survey available at Portswood Library; f. Promotion through social media and local press; and g. Four public open days run as drop in events located at October Books, Portswood Broadway and University of Southampton.
19.	Council staff were invited to speak at two resident led events, and gave

	presentations / questions and answers at a meeting with the Portswood Gardens Residents Association and Highfield Residents Association.
20.	A questionnaire was distributed to the public in which they were asked questions if people agreed or disagreed that the proposals met key objectives of the programme and wider council objectives. The survey also asked for a general response on what affect they would have on their travel habits when traveling in and around the area.
Summa	ry of Consultation Survey Results
21.	1,558 responses were received on the questionnaire about the proposed schemes. An analysis of postcode information indicated that 63% of submissions were from the local SO17 postcode area.
22.	It is important to note that concerns were raised by residents about the questions asked, the format in which there were presented and the character limit on the comments box. For Phase 2 of the consultation, a review will be conducted by Council officers on these areas of concern and the consideration of an independent review be conducted prior to launching the next phase of consultation. Further details of the consultation's questions results can be found in Appendices 1 & 2.
23.	Results of the survey are as follows:
	General responses to change in travel habits if the proposals were to proceed:
	 10% said they would be encouraged to travel by e-scooter more. 24% said they would be encouraged to travel by bus more. 33% said they would be encouraged to travel by car/van/taxi less. 27% said they would be encouraged to cycle more. 27% said they would be encouraged to walk/wheel more.
24.	Portswood Broadway
	Response to statements:
	 61% agree the proposed improvements will improve walking and cycling connectivity to and through the local centre, 22% disagree. 66% agree the proposed improvements will provide safer crossing opportunities for people travelling on foot or bike, 20% disagree. 57% agree the proposed improvements will enhance the waiting experience for bus passengers, 22% disagree. 57% agree the proposed improvements will reduce bus journey times, 23% disagree. 67% agree the proposed improvements will afford more priority to buses, 18% disagree. 50% agree the proposed improvements will encourage visitors to spend
	 more time in the district centre, 37% disagree. 60% agree the proposed improvements will make the district centre more attractive, 30% disagree.
	Top themes of comments:
	 Supported Themes (Response) More Green Areas (29) Better Pedestrian Space (11)

	 Help Economy (8) Need Protected Spaces for Bicycles (8) Safer for people who chose to cycle (5) Areas of Concerns Traffic Overspill (112) Harm Local Economy (62) Journey time/Access by Car (51) Congestion (33) Fine as it is (27)
25.	Highfield Active Travel Zone
	Response to statements:
	 Between 47% and 58% of respondents agreed with each of the statements regarding the proposed ATZ, between 28% and 38% disagreed. 47% agreed the proposed ATZ will improve air quality, 34% disagreed. 51% agreed the proposed ATZ will increase road safety, 32% disagreed. 48% agreed the proposed ATZ will improve access to Portswood Centre on foot and by bike, 33% disagreed. 58% agreed the proposed ATZ will slow traffic speeds, 28% disagreed. 51% agreed the proposed ATZ will deter local traffic from taking a short cut through residential streets, 38% disagreed.
	 Supported Themes Safer for people on foot/bike (13) Improve Road Safety (8) Cleaner Air (5)
	 Areas of Concerns Journey time/Access by Car (146) Air pollution (68) Congestion (68) Traffic Overspill (63) Harm Local Economy (39)
26.	Lodge Road Junction
	 Response to statements: Between 54% and 69% of respondents agree with each of the statements regarding the planned improvements for the Lodge Rd junction, between 18% and 31% disagree with each of them. 57% agree that the planned improvements for the Lodge Rd junction will slow traffic turning left from Lodge Rd onto Portswood Rd, 25% disagree. 54% agree that the planned improvements for the Lodge Rd junction will guide northbound traffic to use TLW, 31% disagree. 56% agree that the planned improvements for the Lodge Rd junction will better link Portswood to Bevois Valley by bike, 22% disagree. 69% agree that the planned improvements for the Lodge Rd junction will

28.	The public open day drop-in sessions and discussion with the two resident groups identified that many residents would like to see additional information
Analysis	s of event and Consultation outcomes
	 Top themes of comments: Supported Themes More Green/Attractive areas (35) Travel Options (13) Cycle Safety/Security (11) Better Pedestrian Space (6) Improve Road safety (1) Areas of Concerns E-scooter Danger (43) Not a Good Use of Money (37) Some People Can't Use It (33) Anti-social behaviour/Security (25) Fine as it is (21)
27.	 Travel Hub Response to statements: Between 48% and 57% agreed with each of the statements regarding the proposed Travel Hub, 27% to 35% disagreed. 55% agreed the proposed travel hub will enhance the public space, 29% disagreed. 50% agreed the proposed travel hub will support zero emissions deliveries, 30% disagreed. 48% agreed the proposed travel hub will provide an attractive space to spend time, 27% disagreed. 48% agreed the proposed travel hub will encourage multi-modal trips, 34% disagreed. 57% agreed the proposed travel hub will promote a range of sustainable transport options, 28% disagreed.
	 Supported Themes Improve Road Safety (16) More green Space (10) Safer for Cyclists (6) Loss of left Slip Road (5) Need Protected spaces for Bicycles (4) Areas of Concerns Congestion (45) Loss of Left Slip Road (31) Fine as it is (25) Not a good use of money (23) Need protected spaces for Bicycles (19)
	 provide safer crossing opportunities, 18% disagree. 60% agree that the planned improvements for the Lodge Rd junction will give more priority to buses, 21% disagree. Top themes of comments:

	to make a more informed decision about the project and the impacts it will have on the local journeys and amenity. These have been categorised as follows:
29.	Updated Traffic Counts. Some of the traffic data collected to inform the modelling was carried out pre covid and in early covid recovery periods in 2020. Traffic conditions have changed across the city as a "new normal" has been established of changing work patterns. Representations have been made to have updated traffic count data that reflects current traffic conditions.
30.	Impact on local roads Traffic modelling carried out for the project has focused on the impacts on the Portswood Corridor which is limited to the A335 TLW and Portswood Road, with detailed analysis made available for these roads only. Representations were made that more specific details on local roads such as Winn, Westwood, Brookvale, Westridge and Abbotts Way in terms of exact numbers.
31.	Information about local roads has been limited in the consultation process and will be dependent on the work carried out as part of the Active Travel Zone process to confirm exact traffic numbers on these local roads, but the results of the modelling process has indicated some increase of traffic volumes in these local roads without an Active Travel Zone in place. Representations have been made requesting more detailed information on the impact on local roads which shall be carried out as a recommendation of the consultation report.
32.	Capacity of TLW Upgrades to TLW have been carried out to remove pinch points and upgrade traffic signal technology. Representations have been made to allow time for the changes to be assessed to see if assumptions made about the new capacity for A335 TLW are correct.
33.	Viability of the resilience A335 TLW to be the main road arterial into the city due to emergency situations Representations have been made that have raised concerns in emergency situations that can impact A335 TLW such as localised flooding or crashes which would mean it is not viable to be the only route along this corridor.
34.	Impact of the local economy and businesses Representations have been made that they are concerned of what the impact will be on retail trade in the area with the proposed changes to the highway network.
35.	Anti-social behaviour Concerns were raised about existing anti-social behaviour, street drinking and safety along the Portswood Broadway.
36.	Related Petitions A petition was created titled "Say NO to Southampton City Council's proposal to close part of Portswood Broadway to through traffic" and received 2868 respondents. The petition is now closed and will be debated at a full council meeting.

	More recently a potition was created titled "Cay VEC to Destanced Dest
	More recently a petition was created titled "Say YES to Portswood Road Improvement Plans" which is open until 3/6/2023 and at the time of the report writing has 254 respondents.
Next	Steps
37.	The first phase of the consultation has shown that the community require additional information to make an informed choice about the project. This additional information will be supplied as part of the next phase of consultation and consist of:
	 Additional traffic count data obtained. This would require new automatic traffic count data / camera data to be carried out in a traffic neutral month (March to November);
	 A period of monitoring of three months on journey time and traffic flows on A335 TLW to assess the recent improvements made on this part of the corridor;
	 An independent Economic Impact Assessment to be carried out in conjunction with local retailers on what the impacts would be of the proposed scheme (to be carried out February / March / April);
	 Revised traffic assessment to quantify the impacts on local roads more accurately (after new traffic count data is obtained);
	Council officer discussions with the Police will introduce additional CCTV in the area to address the existing antisocial behaviour issues; and
	 An emergency incident plan for A335 TLW to assess the impact of instances such as localised flooding or a crash that restricts access along the corridor.
38.	The Southampton Mass Rapid Transit (MRT) study which will look at future innovation and measures along the corridor. This will include recommendations for the future transport network in the Portswood Broadway area, and this study will need to conclude before final design decisions are made. The study will conclude in Spring 2023.
39.	After this additional data is collected, it is proposed to undertake a further consultation on the scheme with the new information in Summer 2023 (A Phase 2 consultation). This will include an improved consultation questionnaire following the feedback received from the phase 1 consultation.
40.	Until the Phase 2 consultation can be carried out in Summer 2023, no decision will be made with regards to the implementation of the scheme.
RESOL	JRCE IMPLICATIONS
Capita	/Revenue
41.	The TCF programme is included in the Councils capital programme and has sufficient funds from the awarded capital grant to carry out the additional surveys, modelling and impact assessments.
42.	There are no revenue implications as a result of these proposals.
Proper	ty/Other
43.	None
LEGAL	IMPLICATIONS

Statutor	y power to undertake proposals in the report:
44.	As the report recommendation is noting the next steps, there are no legal implications.
Other Le	egal Implications:
45.	None
RISK MA	NAGEMENT IMPLICATIONS
46.	There is a risk related to the delivery timeline for the project being delayed as a result of undertaking the additional traffic counts and studies. Timelines for the project have now been adjusted to allow for the gathering of further information and as such the risk has been mitigated. The funding from the DfT stipulates that the funds must be spent by March 2024.
POLICY	FRAMEWORK IMPLICATIONS
47.	The Council's Local Transport Plan - Connected Southampton 2040, identifies '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.' The Plan also has the goal of 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 has been identified that will be a high-quality system comprising of various types of public transport.
48.	The Council's Bus Service Improvement Plan (BSIP) has listed ambitions for the public transport network, including: Ambition 6 - The City and District Centres are hubs within the network and buses support their sustainable growth. Ambition 9 also refers to the development of the integrated Southampton Mass Transit System.

KEY DECISION?		No					
WARDS/COMMUNITIES AFFECTED:			Wards - Swaythling, Portswood, Bevois and Bargate				
SUPPORTING DOCUMENTATION							
Appendices							
Арре	ndices						
Appe 1.	Portswood Corridor	Consultation	Answers Report				

Documents In Members' Rooms

1.	None					
Equality Impact Assessment						
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out? Not at thi proposals						
Data Protection Impact Assessment						

Do the in Assessr	No						
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						