

PSG Meeting 1 Minutes

Introductions

Councillor Eamonn Keogh, Cabinet Member for Environment and Transport, started the meeting by welcoming members. Members and officers introduced themselves and their connections to Portswood/the project.

Briefing Document

Briefing document provides background information, scheme information about Portswood Broadway, the Active Travel Zone and Portswood Travel Hub, consultation that was carried out, finance and timeline. Summary:

- A part-time bus gate (7am to 10pm and 4pm to 7pm Monday – Saturday) will be trialled on Portswood Road from early 2025, for 6 months minimum;
- Measures to limit the impact on adjacent streets will be trialled alongside the bus gate;
- A Steering Group has been established to oversee the implementation and outcome of the bus gate trial and associated measures.

Comments/clarifications

- The volume of vehicles still permitted through the bus gate is not known
- HGVs will be able to load/unload at all times within the bus gate
- The trial bus gate being part-time, with St Denys Rd spur road open to traffic, is different to the scheme consulted on. Residents will be able to comment on proposed measures when the Traffic Regulation Orders (TROs) are advertised. Where legally permitted, measures will be introduced under an Experimental TRO, which has a maximum 18-month duration. Officers to clarify which measures are covered under different TRO types.
- Wheeling (p2) is used to mean moving as a pedestrian whether or not someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.
- Traffic is exacerbated by illegal parking

Terms of Reference & Steering Group setup

- Role to advise council on the outcome, not to question decision to introduce scheme
- Constructive and respectful discussion, using local knowledge and experience
- Proceed as far as possible with a consensus. Group should have sense of ownership and collective responsibility. Aim to get best outcome for area including those who DON'T live/work/shop here. Group is broadly representative of local interests. The following representation should be considered in addition to those already present on the group:
 - Schools
 - Residents on NE of Highfield Lane. HRA does cover north to Burgess Rd
 - Students Union. Discussion over uni students as they are transient
 - Emergency services (Police invited)
 - Taxis
 - Restaurant with delivery drivers (invited previously, no response)

- Mencap (invited previously, no response)
- Short bulletin published after each meeting for public consumption

Comments/clarifications

Re. treating docs with an appropriate degree of confidentiality (p2). Members to be sensible with documents- out of context information won't make sense. Public have been abusive to staff at businesses that have taken a clear position on the scheme, keep a degree of anonymity so members are comfortable contributing.

Work Programme

- Meetings pencilled in for weekday evenings (same time 5.30-7pm), in Portswood
- Minutes circulated to members after meetings and bulletin posted on project website

ATZ co-design workshops

- Proposed areas of focus for ATZ interventions
 - Highfield ATZ: Brookvale Rd, Abbotts Way, Russell Place
 - Portswood Central ATZ: Belmont Road
- 5 workshops in mid/late June with capacity of 30 at each. People will need to book a place
- Invite letters to land with residents minimum 2 weeks before 1st workshop. 1.6k properties in Highfield ATZ area and 1.3k properties in Portswood Central ATZ area
- Members can attend as observers

Comments/clarifications

- Majority of steering group members were in favour of combining the ATZ areas across all 5 workshops so people can comment on both and to maximise spaces available
- Those who can't book online could be helped at October Books & Portswood Library
- Letters need to include some detail on what will be discussed at/format of the workshops
- Worry that Portswood Central will be overwhelmed by Highfield. Make sure Portswood voices are heard.
- Some disagreement that Steering Group members can only be observers. Preference is for members to attend as observers due to potential conflict of interest. It was agreed that members could participate actively in ATZ workshops provided that their interest was declared
- Addition of Portswood Central ATZ- need for this was realised in 2nd consultation
- Areas outside the highlighted streets can be included in co-design but need to be mindful of time/budget/impact
- No specific ideas to be tabled (inc. ANPR), co-design is resident-led
- Consider giving people option to comment even if they can't attend

Broadway sketches

- Draft signage plan and sketch of proposed elements of bus gate trial shown
- Some elements are essential e.g. bus gate signs, some desirable/optional

Comments/clarifications

- Length of approx. 3 disabled bays removed and at least 4 new provided

- Current enforcement of parking in disabled bays poor
- HGVs will be allowed through the bus gate northbound
- Clearly signpost top and bottom of TLW
- Westridge Road: ensure lorries do not turn into this road to avoid bus gate
- Entry / exit of Westridge Rd car park needs improvement
- St Denys Rd spur open to traffic to facilitate deliveries southbound. Travel Hub elements on existing build-out
- Concern about cyclists heading south on Portswood Rd being left-hooked
- Increased traffic on spur road could make it less safe/attractive for walking & cycling. Could delivery vehicles go through bus gate in both directions and have the spur clear of traffic (and used for Travel Hub)?
- Google maps can be updated with timed restrictions. Sat Navs may not pick up the timings if not updated
- Part time confusing
- Extra disadvantages with part time
- Bus stop removed on spur rd- upgraded shelters proposed for stops on Portswood Rd and St Denys Rd opposite Sainsburys
- Government requires us to prove camera enforcement is needed- can't be operational from day 1

Monitoring: measures of success

- List of project objectives was presented to group members:
 - To regenerate and make Portswood District Centre a more attractive, accessible, vibrant and competitive economic destination so people spend more time and money here;
 - To improve the air quality, environment and biodiversity;
 - To provide more space for people walking and wheeling with improved connectivity and road safety;
 - To improve the choices of transport modes for people to use;
 - To improve bus reliability and journey times, and create better bus stops;
 - To enhance quality of life for all who live, work or shop in the area;
 - Reduce the amount of through route traffic on local roads.
- Volunteers for a monitoring sub-group to meet separately and feed back to Steering Group
- The trial can potentially be amended after 6 months e.g. timing of bus gate restriction