

# PUBLIC NOTICE

## THE CITY OF SOUTHAMPTON (PORTSWOOD ACTIVE TRAVEL ZONE) EXPERIMENTAL TRAFFIC REGULATION ORDER 2024

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL made the above Order on 23<sup>rd</sup> October 2024, the effects of which are to introduce:

- 1 A prohibition of motor vehicles restriction on **Russell Place** at its junction with Abbots Way. Planters or other physical measures will be used to support the restriction.
- 2 No waiting at any time restrictions (double yellow lines) in the following locations:
  - a **Brookvale Road**, *north-west side*, From 33m south-west of the south-western boundary of 59 Brookvale Road south-westwards for 11m.
  - b **Brookvale Road**, *south-east side*, From the extended southern boundary of 40 Brookvale Road south-westwards for 4m.
  - c **Brookvale Road**, *south-west side*, From 15m north-west of the north-western kerbline of Winn Road to the extended boundary between 26 and 28 Brookvale Road.
  - d **Belmont Road**, *east side*, From 9m south of the boundary between 2 and 4 Osbourne Road South southwards for 22m.

The Order will come into operation on 27<sup>th</sup> January 2025.

Copies of the Order, relevant map and statement of reasons can be viewed on the Councils website: [transport.southampton.gov.uk/TRO](https://transport.southampton.gov.uk/TRO) or may be inspected Monday - Friday, 10am - 3pm at Gateway in the Civic Centre, Southampton SO14 7LY.

The Council will be considering in due course whether the provisions of the Order shall continue in force indefinitely.

Any person may object to the making of an Order for the purpose of such indefinite continuation, within six months of this experimental Order coming into force, or within six months of any subsequent variation or modification to this Order coming into force, whichever may be the later.

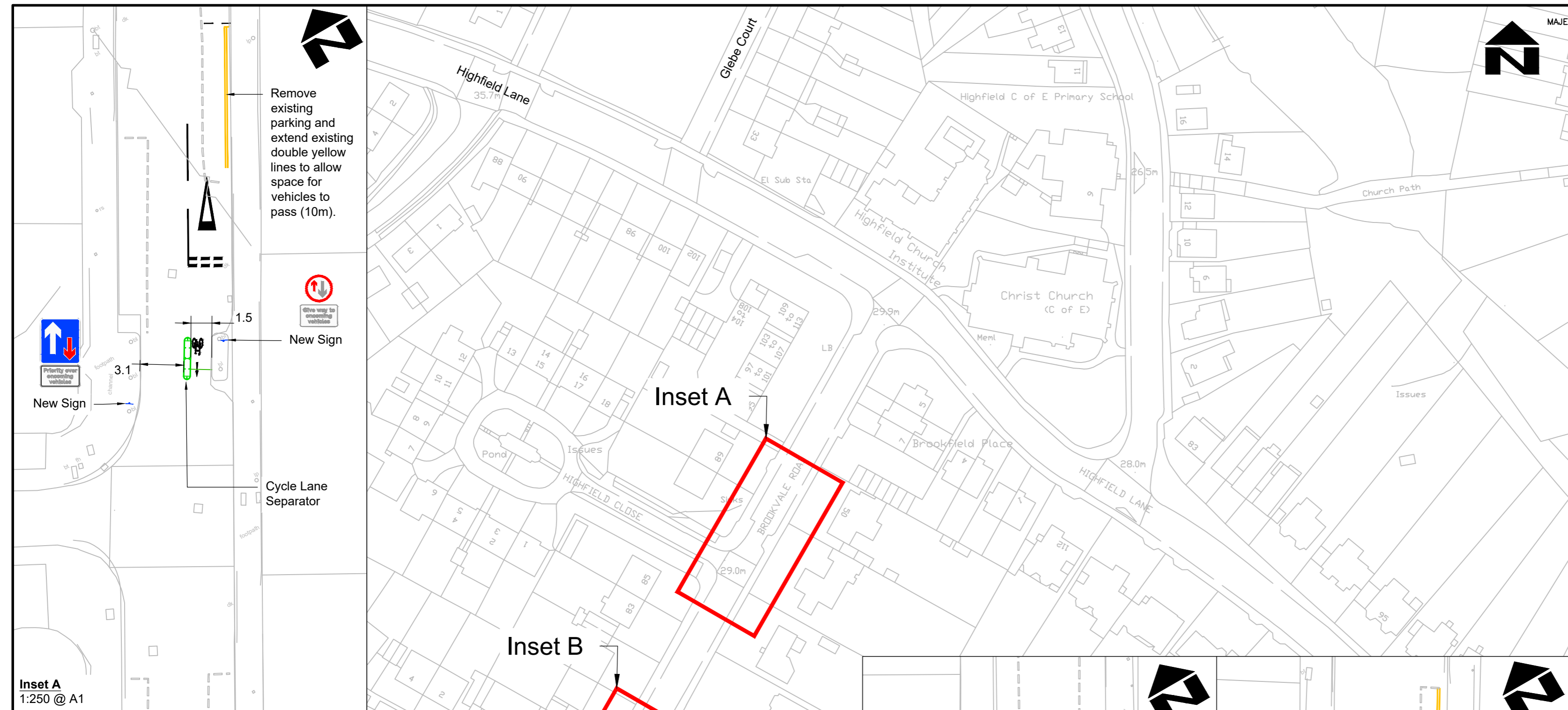
Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: [transport.southampton.gov.uk/TRO](https://transport.southampton.gov.uk/TRO) or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the Order title and, where objecting, stating the grounds for the objection.

Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 25<sup>th</sup> October 2024

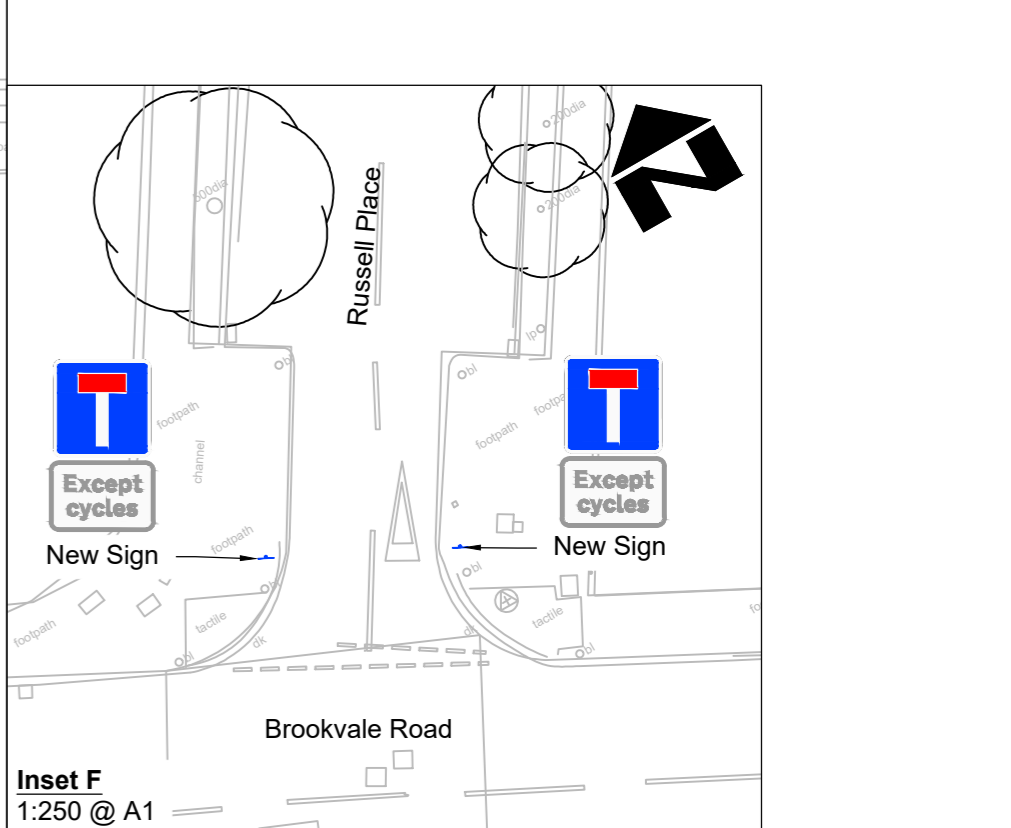
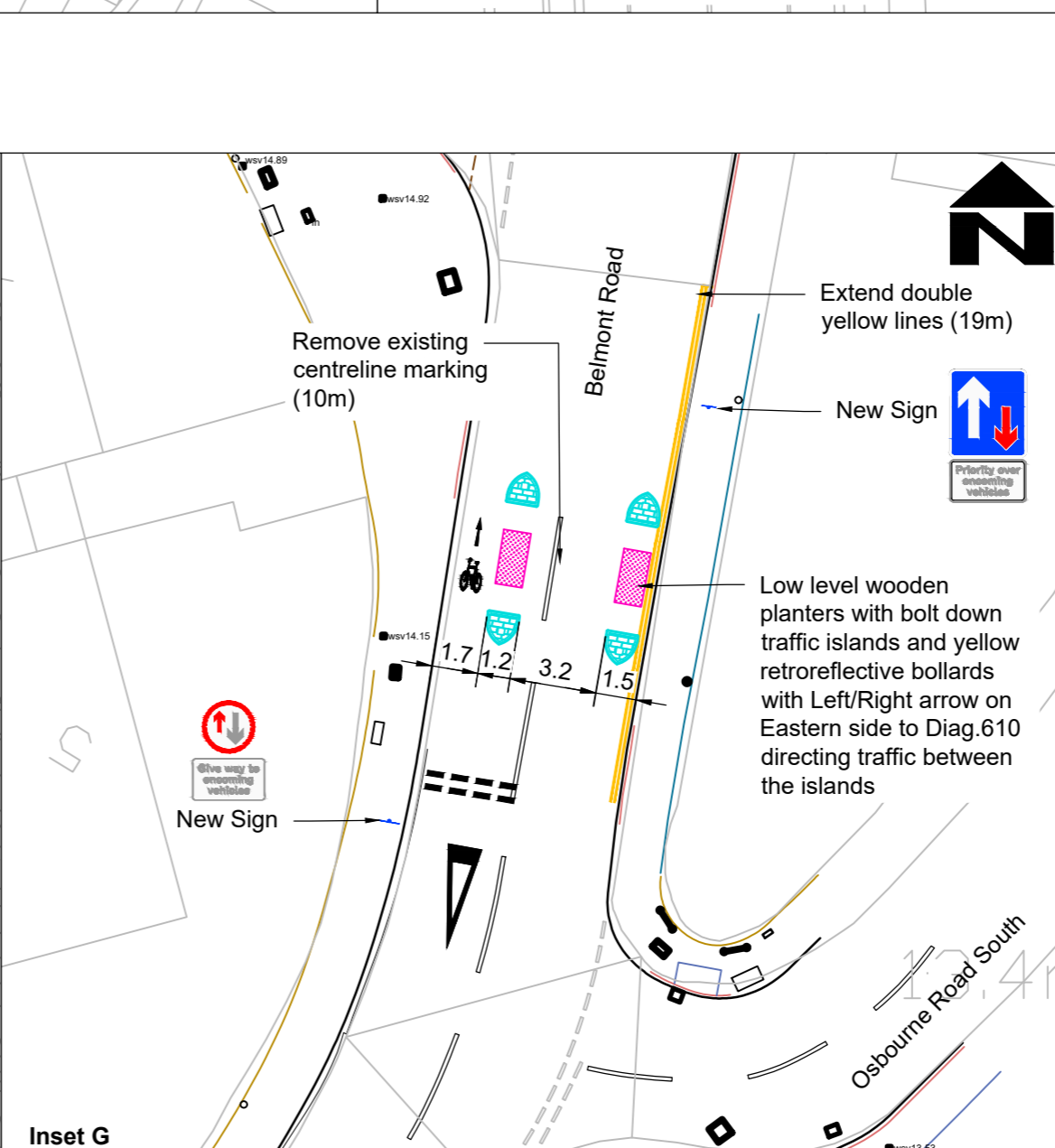
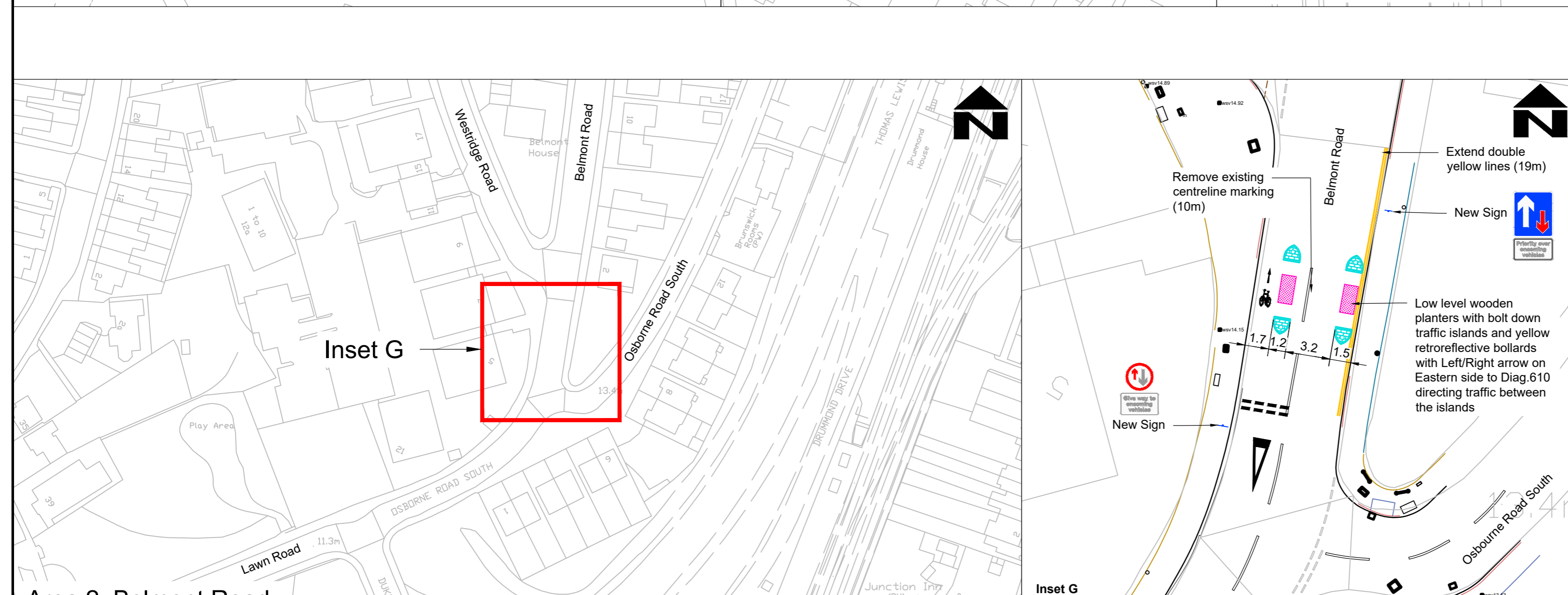
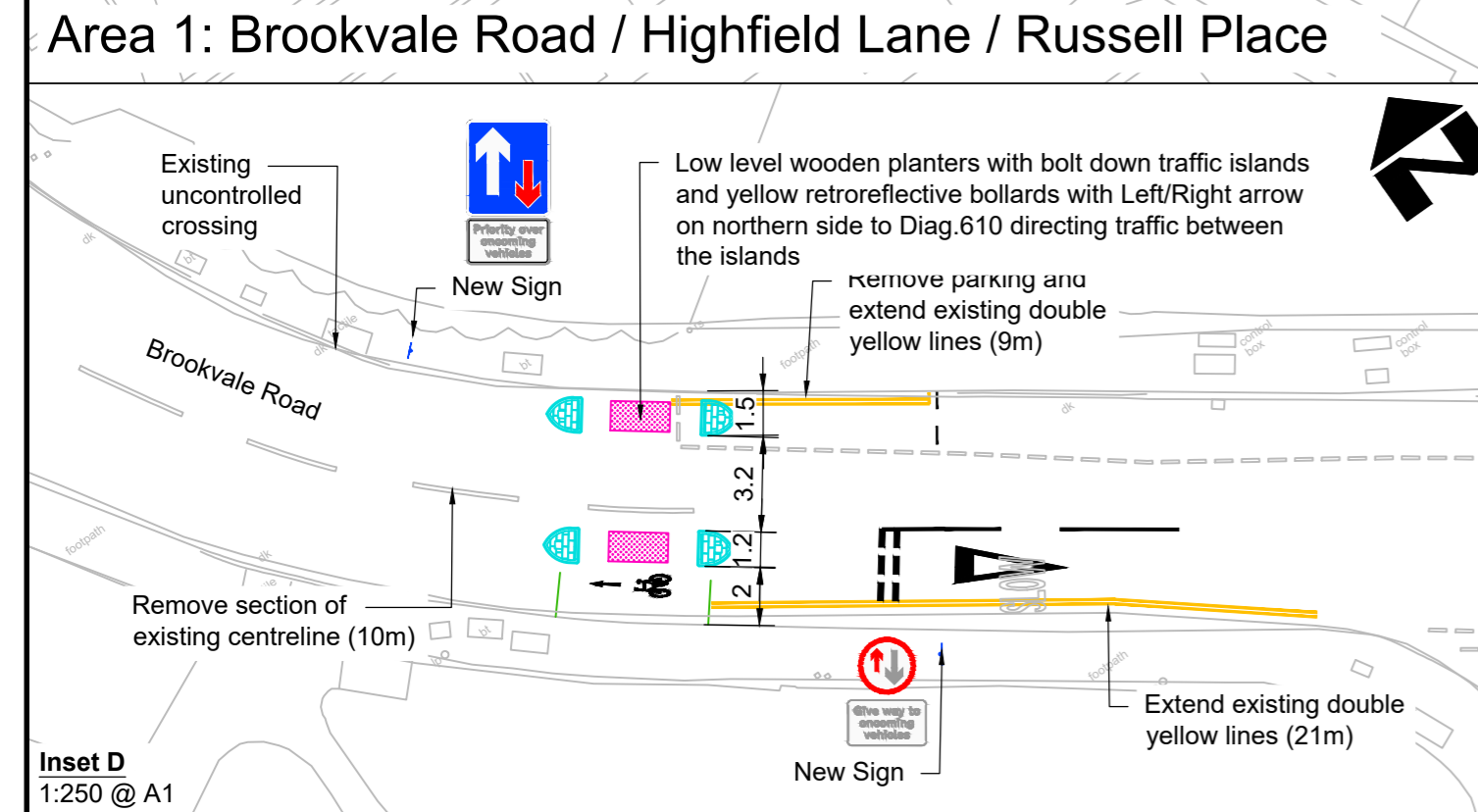
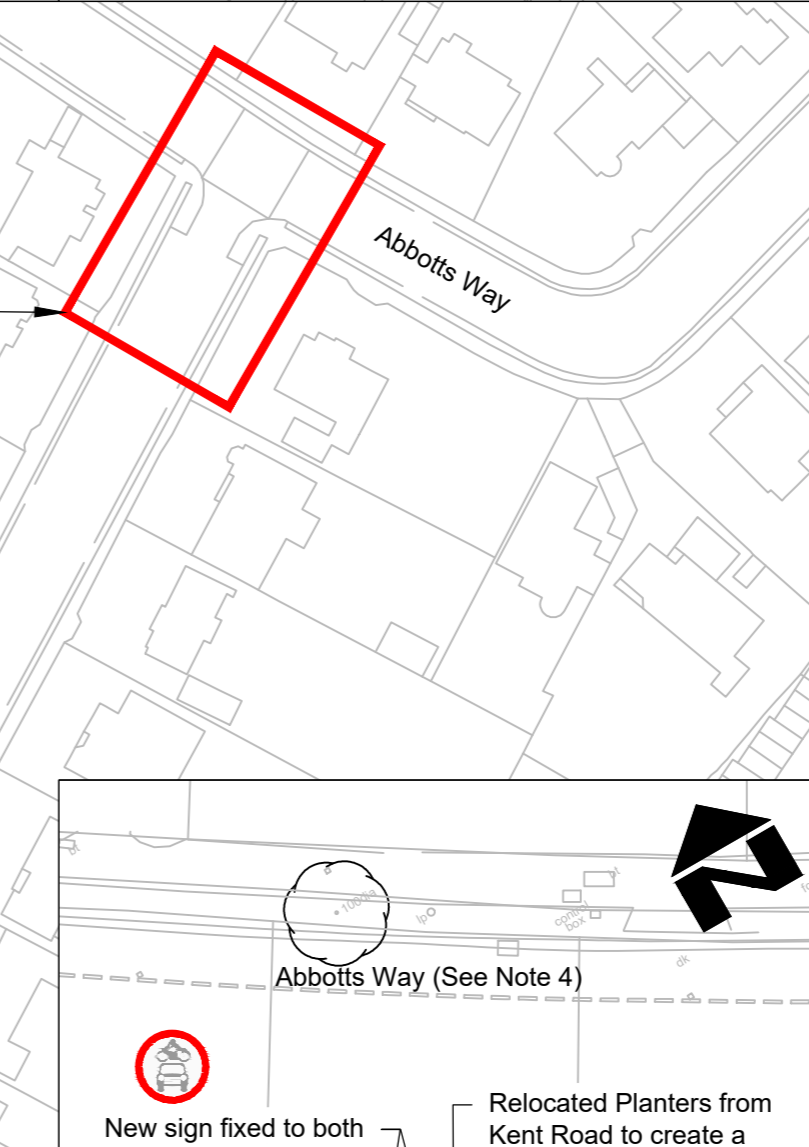
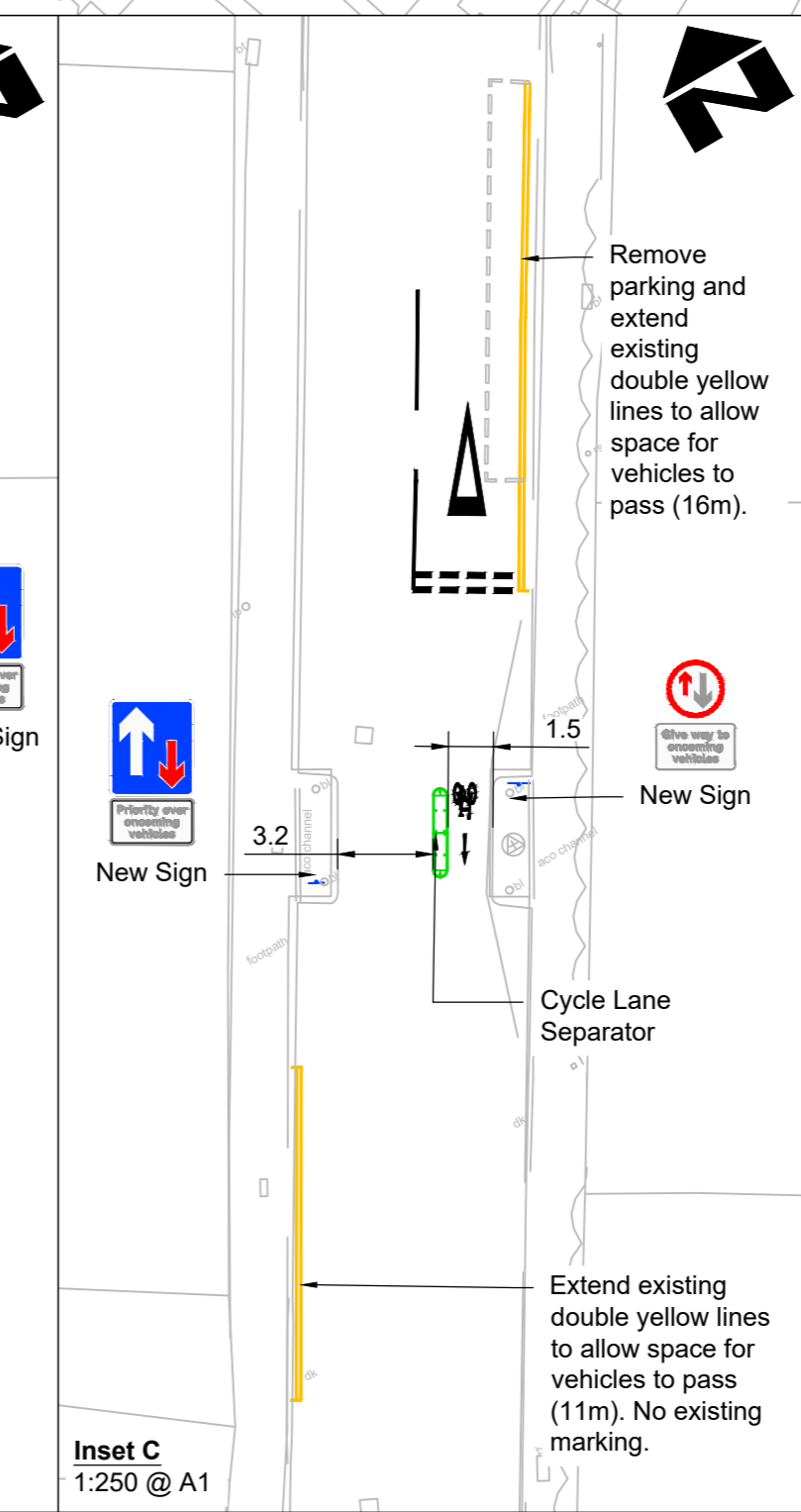
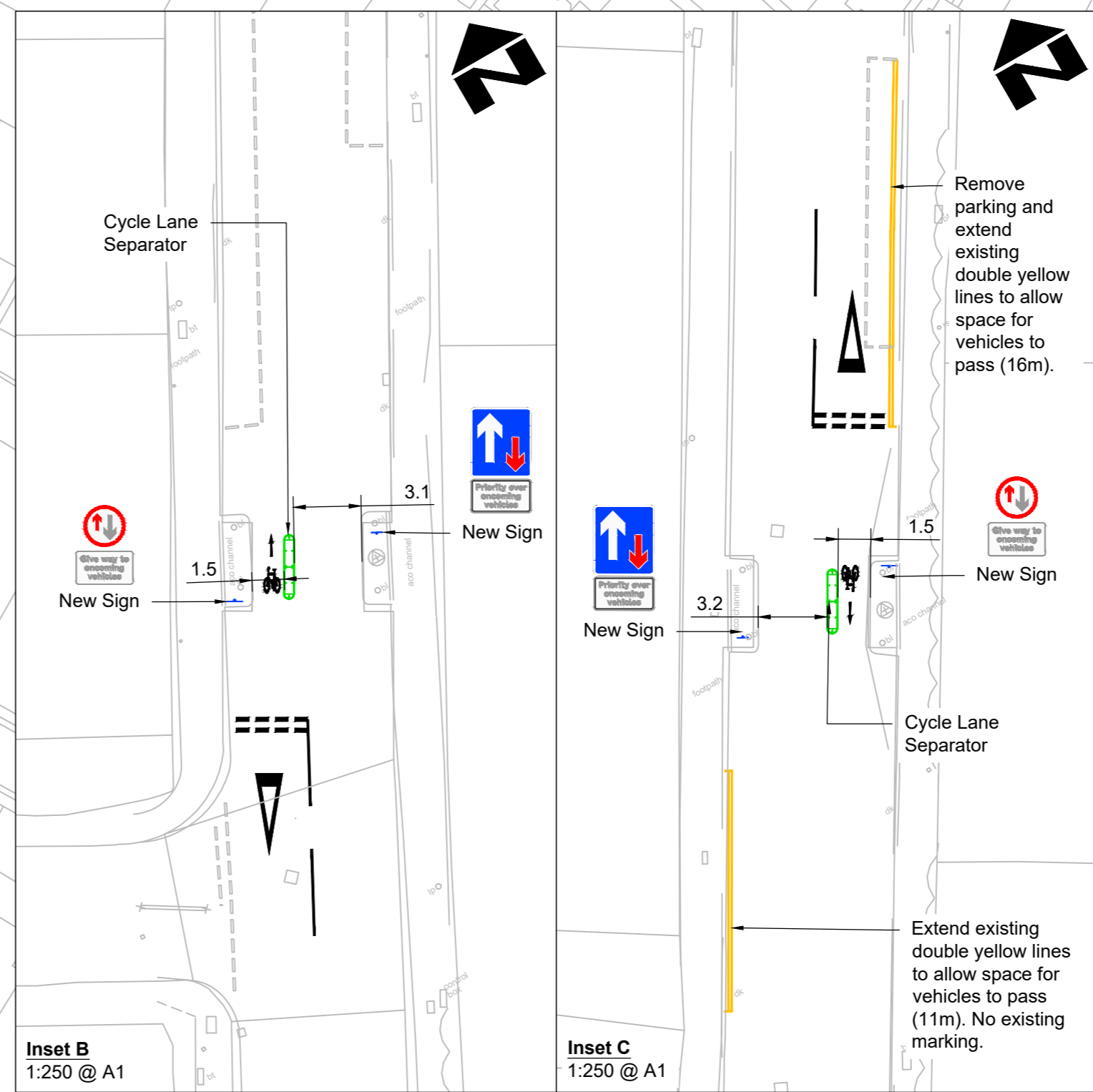
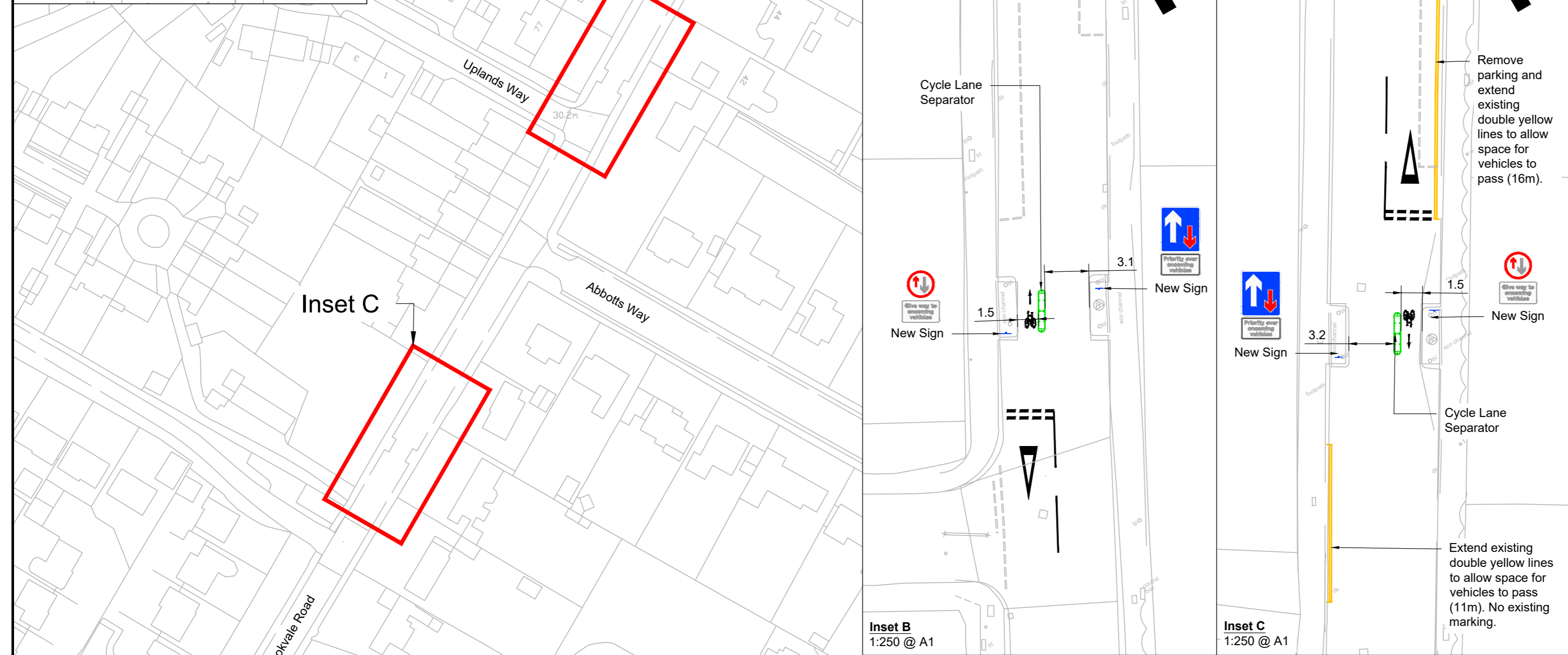
Richard Ivory, Solicitor  
Director of Legal and Governance and Monitoring Officer  
Southampton, Fareham and Havant Legal Partnership



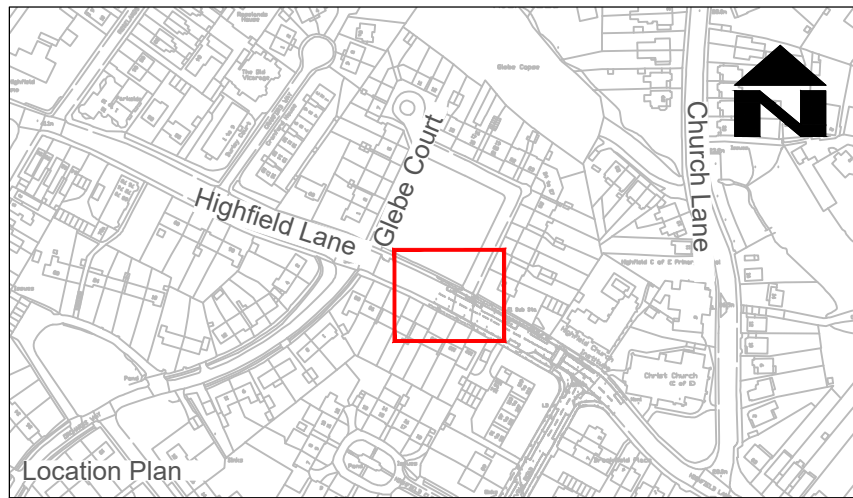


- Key:**
- Existing White Road Marking
  - Existing Yellow Road Marking
  - New White Road Marking (68m)
  - New Yellow Road Marking (106m)
  - New Low Level Planters (see Note 2) (4 No.)
  - Relocated Planters (See Note 3) (2 No.)
  - New Traffic Sign and Post (12 No.)
  - New Traffic Sign mounted to Planter (4 No.)
  - Rosehill Cycle Lane Defender with black bollard with white retroreflective sleeve. (6 No.)
  - Rosehill Traffic Island (Heritage), 1200 x 1200 x 125, with yellow retroreflective bollards with Left or Right arrow to Diag.610 directing traffic between the islands. (8 No.)






- Notes:**
1. The original of this drawing was created in colour.
  2. Planters on Brookvale Road and Belmont Road to be low level planters from Meristem, 2m long, 1m wide and 0.5m high. Height of planting and planter to not exceed 600mm above road level, to ensure visibility is maintained.
  3. Relocated Planters are those currently on Kent Road that are to be refurbished by Meristem prior to relocation.
  4. Temporary portable sign to be placed on Abbots Way informing users of a change in the road layout ahead.
  5. Alternating Priority along Brookvale Road are designed to provide a cycle bypass for non-priority direction, with the available carriageway width narrowing to 3-3.2m. This has been designed to make the gap small enough that cars don't attempt to overtake cyclists.
  6. Design is currently based on Ordnance Survey Data and measurements have not been confirmed on site.
  7. All of these insets are in areas that are part of a new 20mph scheme.



REV	DATE	DES/D	CHK/D	APP/D	AMENDMENT
DRAWING STATUS: <b>FOR INFORMATION</b>					
<b>Balfour Beatty Living Places</b> Working in partnership with		City Depot & Recycling Park First Avenue, Millbrook SOUTHAMPTON SO15 0LJ Tel +44 (0)2380 798010 Fax +44 (0)2380 512883 Web www.bbivingplaces.com			
SOUTHAMPTON CITY COUNCIL Civic Centre SOUTHAMPTON SO14 7LY		Southampton City Council Civic Centre SOUTHAMPTON SO14 7LY			
<b>Portswood ATZ Co-Design                  General Arrangement                  Brookvale Road / Highfield Lane /                  Russell Place &amp; Belmont Road</b>					
DESIGNED PS	DRAW PS	CHECKED	APPROVED	DATE	SCALE @ A1 As Shown
DRAWING NUMBER 24/AT/M/011/0100/001				SHEET 1 of 1	REVISION -

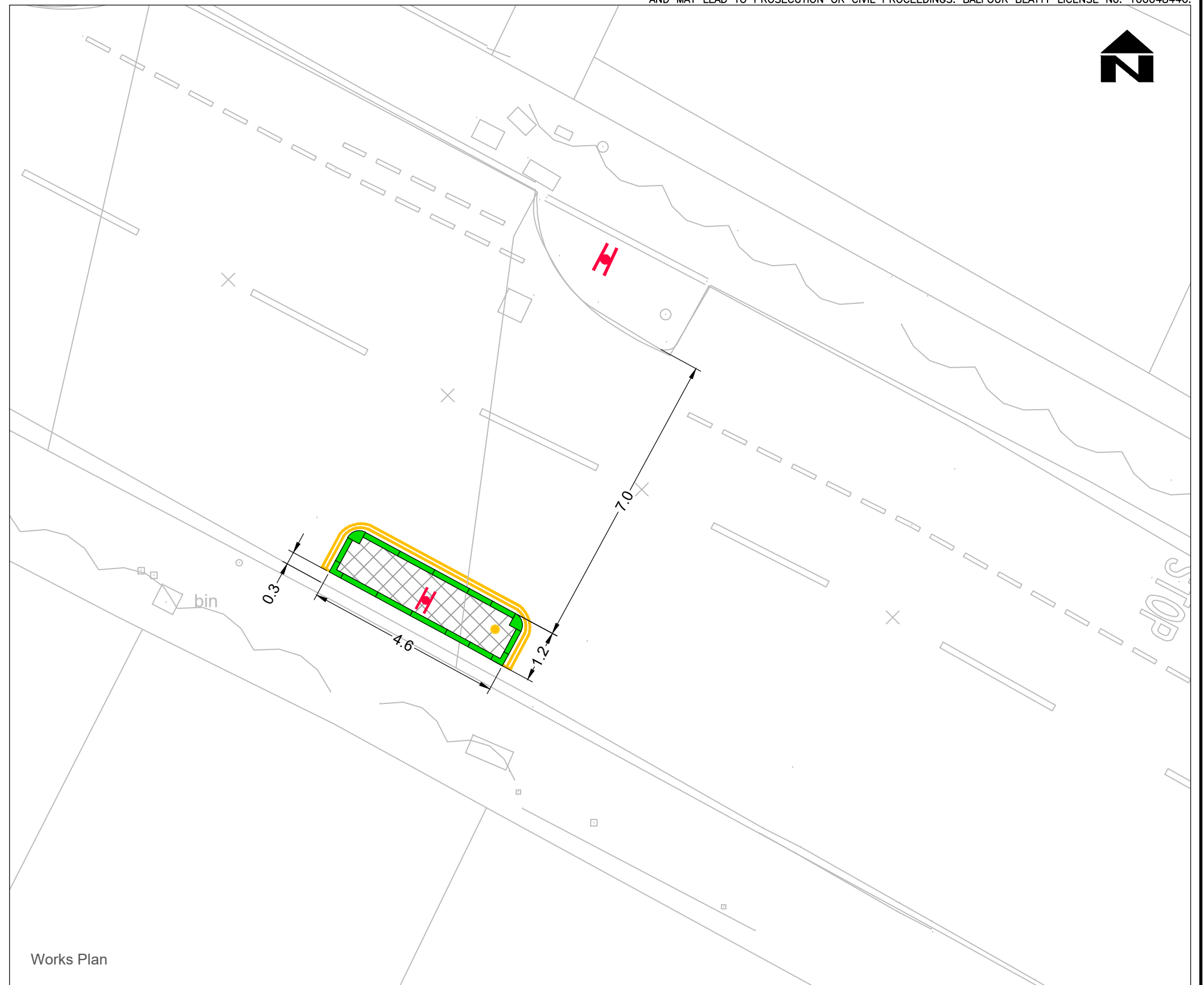


KEY

-  Footway Type 1A construction (overlay) (Approx. 4.1m<sup>2</sup>)
  - i) 20mm AC6 dense surf 100/150 to Clause 909.
  - ii) 105mm AC20 open bin 100/150 to Clause 906 to be laid in 2 courses.
-  Excavate carriageway to a depth of 280mm and lay PCC HB2 Kerb to SD/1/1001 (**12no. Straight, 2no. 305mm Quadrant, 2no. External Angles**)
-  New Signs and Post as per Terminal Signage Schedule & Plan - 24/AT/M/011/800, 24/AT/M/011/801. Excavate existing carriageway to a depth of 500mm, for installation of Sign Post foundations.
-  Glasdon Jubilee Bollard - socketed with amber body sleeve and red/white retroreflective band as per SD/1/3211. Excavate existing carriageway to a depth of 475mm for bollard foundation (1no.)
-  Road markings (yellow thermoplastic material to clause 1212)

NOTES

1. The original of this drawing was created in colour.
2. All dimensions are in meters unless specified otherwise
3. All drawings shall be read in conjunction with all other scheme drawings.
4. Do not scale from this drawing.
5. Works to be marked out on site by Engineer.
6. All installed posts to have a minimum 800mm clearance to front of kerb and signs to have minimum of 500mm clearance to front of kerb.
7. All posts to have 150mm wide white reflective banding installed 1500mm above footway level.
8. All signs to be mounted with top of sign at 4m unless specified otherwise in the Sign Schedule.



	<b>Balfour Beatty</b> Living Places Working in partnership City Depot & Recycling Park First Avenue, Millbrook SOUTHAMPTON SO15 0LJ Web www.balfourbeatty.com Design Group	 Southampton City Council Civic Centre SOUTHAMPTON SO14 7LY	DESIGNED DH	DRAWN DH	DATE 27/09/24	SHEET 1 of 1	REVISION 0		
REV	DATE	DESD/ DRWN	CHKD	APPD	AMENDMENT	CHECKED	APPROVED	SCALE @ A3 1:100	DRAWING NUMBER 24/AT/M/011/200
DRAFT						DRAWING TITLE <b>Portswood ATZ 20mph Signage Scheme Highfield Gateway</b>			

# THE CITY OF SOUTHAMPTON (PORTSWOOD ACTIVE TRAVEL ZONE) EXPERIMENTAL TRAFFIC REGULATION ORDER 2024

## Statement of Reasons

This Order is being proposed for the following reasons:

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising (*i.e. to improve safety*).
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- For preserving or improving the amenities of the area through which the road runs.

In authorising the advertisement of these proposals the Council has given consideration to its duty under s122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (while having regard to the matters specified in s122 (2) of that Act).

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). 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).

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.

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.

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.

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. This scheme has a capital programme budget of £3.3M, and includes the following objectives:

- 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).

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:

- 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.

In January 2024 the Cabinet approved the progressing of the Portswood Broadway Transforming Cities Fund scheme with 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 was given to the 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.

Following the establishment of a co-design group and progression with the detailed scheme design, sufficient detail is now available to formally propose the various Traffic Regulation Orders and any other associated Traffic Regulation and Highways measures which are required for the Portswood Broadway Transforming Cities Fund scheme.

This order is required to limit the impact on bus gate on adjacent streets via an Active Travel Zone (ATZ). The prohibitions of motor vehicles restriction limit the ability of through traffic to “rat run” through the residential streets. The no waiting restrictions support introduction of additional traffic calming measures.

The Council is proceeding by way of an Experimental Traffic Regulation Order for the following reasons:

- To allow for a trial period during which the real-world impacts of the scheme can be thoroughly evaluated. This approach provides the flexibility to monitor real-world effects and make necessary adjustments before considering whether to make the restrictions permanent.
- To allow for public involvement and feedback during the trial based on the actual impact of the scheme.
- To be able to identify and mitigate any unforeseen or significant issues or negative impacts before considering whether to make the changes permanent.
- To collect robust evidence as to the overall impact of the scheme and support a detailed assessment of effectiveness and impact of the scheme. The measures of a trial will include pre / post traffic flows on roads, the use of air quality monitors

The Council intends to consider making a permanent order with the same effect as the experimental order, based on the outcomes of the trial and consideration of feedback received during the consultation process.



## **THE CITY OF SOUTHAMPTON (PORTSWOOD ACTIVE TRAVEL ZONE) EXPERIMENTAL TRAFFIC REGULATION ORDER 2024**

Southampton City Council (hereinafter called “the Council”) in exercise of its powers under sections 9, 10 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order:

### **CITATION**

- 1 This Order shall come into operation on 27<sup>th</sup> January 2025 and may be cited as The City of Southampton (Portswood Active Travel Zone) Experimental Traffic Regulation Order 2024.

### **DURATION**

- 2 This Order shall cease to have effect 18 months after it comes into operation or when a further Order to reproduce and continue in force indefinitely the provisions of this Order is made, whichever is the earliest.

### **INTERPRETATION**

- 3 In this Order:
  - (i) “Principal Order 1” means The City of Southampton (Moving Traffic Restrictions) Order 2022, as amended.
  - (ii) “Principal Order 2” means The City of Southampton (Residents Parking) (Zones 1-12 & 16) Order 2014, as amended.
  - (iii) “Principal Order 3” means The City of Southampton (Various Roads) (Prohibition and Restriction of Waiting) Traffic Regulation Order 2011, as amended.
  - (iv) Except where otherwise stated, any reference to an Article or Schedule shall be construed as a reference to that Article or Schedule in this Order.
  - (v) Any reference to an enactment shall be construed as a reference to that enactment as amended by any subsequent enactments.

### **MODIFICATION AND SUSPENSION**

- 4 Southampton City Councils Head of Transport and Planning may modify or suspend the operation of this Order or any provision of it if it appears to them essential:
  - (i) in the interests of the expeditious, convenient and safe movement of traffic, or
  - (ii) in the interests of providing suitable and adequate on-street parking facilities, or
  - (iii) for preserving or improving the amenities of the area through which the road runs.

**AMENDMENTS**

- 5 The contents of Schedule 1 shall be inserted into Schedule 7 to the Principal Order 1
- 6 The contents of Schedule 2 shall be deleted from Schedule 2.0.1 to the Principal Order 2.
- 7 The contents of Schedule 3 shall be inserted into Schedule 2.0.1 to the Principal Order 2.
- 8 The contents of Schedule 4 shall be deleted from Schedule 2.01 to the Principal Order 3.
- 9 The contents of Schedule 5 shall be inserted into Schedule 2.01 to the Principal Order 3.

THE COMMON SEAL of  
SOUTHAMPTON CITY COUNCIL  
was hereunto affixed this 23<sup>rd</sup> day of  
OCTOBER 2024

in the presence of



Authorised Signatory



109274

**Schedule 1 – PROHIBITION OF MOTOR VEHICLES** (Addition to Schedule 7 of Principal Order 1)

Column 1	Column 2	Column 3	Column 4
<b>Road</b>	<b>Extent</b>	<b>Restricted Hours</b>	<b>Exceptions</b>
Russell Place	From its junction with Abbotts Way south-westwards for 1m	All	N/A

**Schedule 2 – NO WAITING AT ANY TIME** (Deletion from Schedule 2.0.1 of Principal Order 2)

Road	Side	Description	Zone
Brookvale Road	South-west	From 15m north-west of the north-western kerb line of Winn Road south-eastwards to 15m south-east of the south-eastern kerb line of Winn Road	12
Brookvale Road	South-west	From the southern kerb line of Blenheim Avenue south-eastwards to the extended boundary of 26/28 Brookvale Road	12
Brookvale Road	North-west	From 6m north-east of the north-eastern house wall of 49 Brookvale Road south-westwards for 31m	12

**Schedule 3 – NO WAITING AT ANY TIME** (Addition to Schedule 2.0.1 of Principal Order 2)

Road	Side	Description	Zone
Brookvale Road	South-west	From the southern kerblines of Blenheim Avenue to 15m south-east of the south-eastern kerb line of Winn Road	12
Brookvale Road	North-west	From 33m south-west of the south-western boundary of 59 Brookvale Road south-westwards for 40m	12
Brookvale Road	South-east	From the extended southern boundary of 40 Brookvale Road south-westwards for 4m	12

**Schedule 4 – NO WAITING AT ANY TIME** (Deletion from Schedule 2.01 of Principal Order 3)

Road	Side	Description
Belmont Road	East	From its junction with Osbourne Road South to 15m north of that junction.

**Schedule 5 – NO WAITING AT ANY TIME** (Addition to Schedule 2.01 of Principal Order 3)

Road	Side	Description
Belmont Road	East	From its junction with Osbourne Road South to 9m south of the boundary between 2 and 4 Osbourne Road South