

PUBLIC NOTICE

THE CITY OF SOUTHAMPTON (PORTSWOOD BROADWAY) EXPERIMENTAL TRAFFIC REGULATION ORDER 2024

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

- 1 A bus gate restriction**, operating Monday to Saturday: 7am – 10am and 4pm – 7pm, on Portswood Road, between its junctions with Westridge Road and St Denys Road (Spur). Only local buses, cycles and authorised vehicles will be permitted to use this section of road during the restricted hours.
- 2 A no right turn restriction** from Portswood Road (northbound) into St Denys Road (Spur) with an exemption for goods vehicles turning right into St Denys Road (Spur) to load/unload.
- 3 A mandatory contra-flow cycle lane** on St Denys Road (Spur), from its junction with Portswood Road south-eastwards for 24m. All traffic must travel south-eastwards except cycles who may travel north-westwards in the contra-flow lane. This restriction replaces the existing prohibition of motor vehicles/no entry restriction.

The Order will come into operation on 27th January 2025.

Copies of the Order, relevant map and statement of reasons can be viewed on the Councils website: 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.

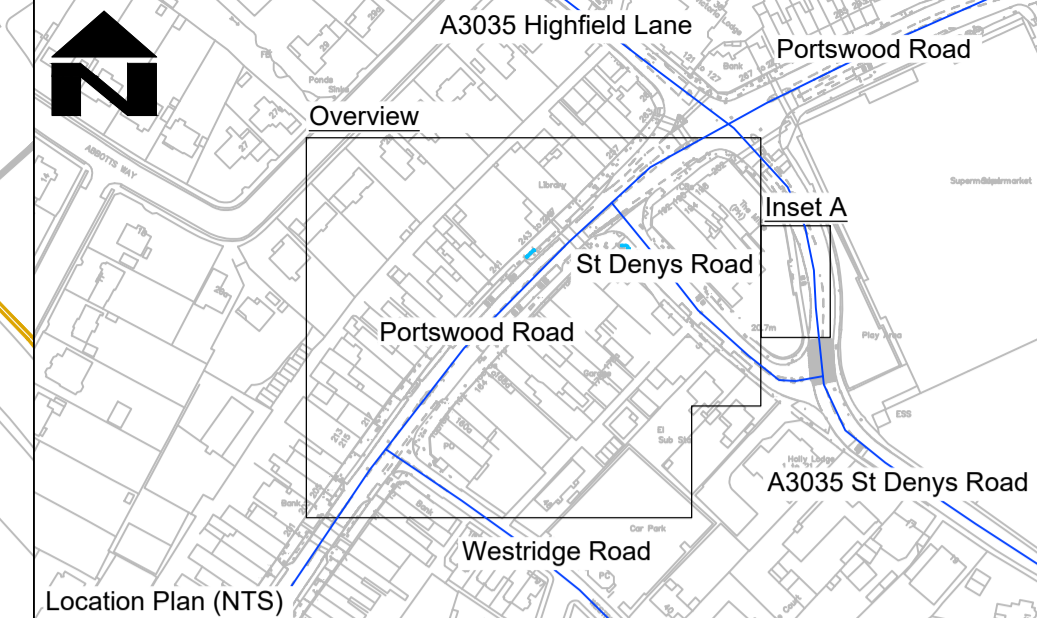
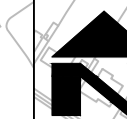
Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: transport.southampton.gov.uk/TRO or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the Order title and, where 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: 25th October 2024

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





- Key:**
- Existing White Marking
 - Existing Yellow Marking
 - Existing Sign
 - Proposed Removed Marking
 - Proposed White Line Marking
 - Proposed Yellow Line Marking
 - Proposed Sign
 - ▨ Proposed Footway Construction (Slabs)
 - ▨ Proposed Footway Reconstruction/Regrading (Slabs)
 - ▨ Proposed Footway Resurfacing (Asphalt)
 - ▨ Proposed Tactile Paving
 - ▨ Proposed Bus Shelter (Removed)
 - ▨ Proposed Bus Shelter (New or Relocated)
 - ▨ Proposed Sheffield Cycle Stand to SD/1/3601
 - Proposed Black Plastic Bollard to SD/1/3213
 - ▨ Proposed Traffic Island Quadrant
 - ▨ Proposed Wooden Planter, 1m x 1m
 - ▨ Proposed Resurfacing to remove rutting
 - ▨ Proposed Red High Friction Surfacing - May require pre-sealing surface
 - ▨ Proposed HB2 Kerbs
 - ▨ Proposed Bus Stop Kerbs
 - ▨ Proposed Dropped Kerbs
 - ▨ Proposed Benches

- Works to revert the Bus Gate infrastructure:**
1. Remove Red HFS or refresh to remove "Bus Gate" marking.
 2. Remove 3 Sign Posts & attached faces, and 1 Sign Face (leaving the post and remaining sign face).
 3. Remove Bollards and anchors. Remove Sheffield Cycle Stands. Remove Wooden Planters and Traffic Island Buildout. Resurface parking area to restore surface from cycle stands and bollards. Remove double yellow lines in parking areas and reinstate previous parking. Potential to retain if still useful.
- Notes:**
1. All dimensions are in metres unless stated otherwise.
 2. All works shall be carried out in accordance with the Specification for Highway Works and Balfour Beatty standard detail drawings.
 3. Enforcement Camera locations are not shown on this drawing.
 4. Additional direction signage proposed on approaches and not shown on this drawing.
 5. Maintenance liabilities of additional infrastructure have yet to be agreed.

REV	DATE	DESIGN	DRAWN	CHKD	APPD	AMENDMENT

DRAWING STATUS **FOR INFORMATION**

Balfour Beatty
Living Places

City Depot & Recycling Park
First Avenue, Millbrook
SOUTHAMPTON SO15 6LJ

Tel +44 (0)2380 798010
Fax +44 (0)2380 512883
Web www.bbivingplaces.com

Working in partnership **Design Group**

SOUTHAMPTON CITY COUNCIL

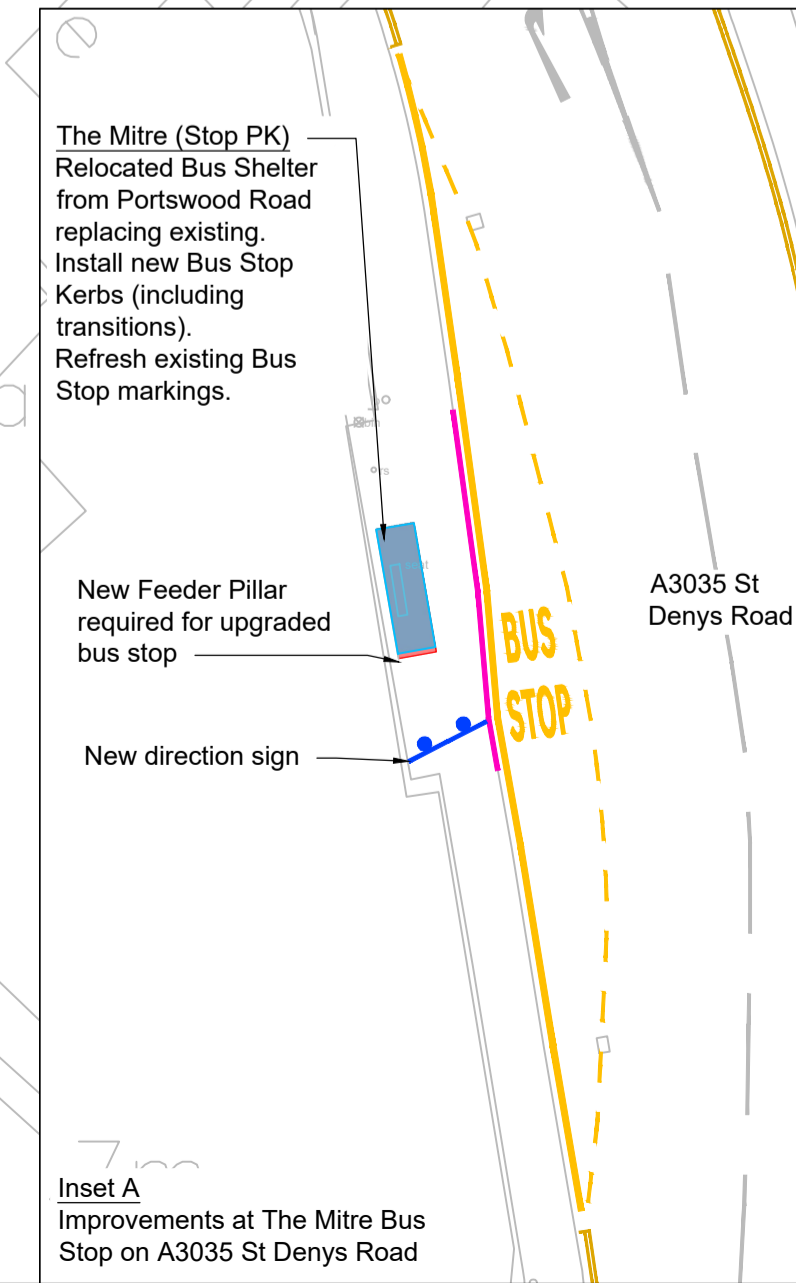
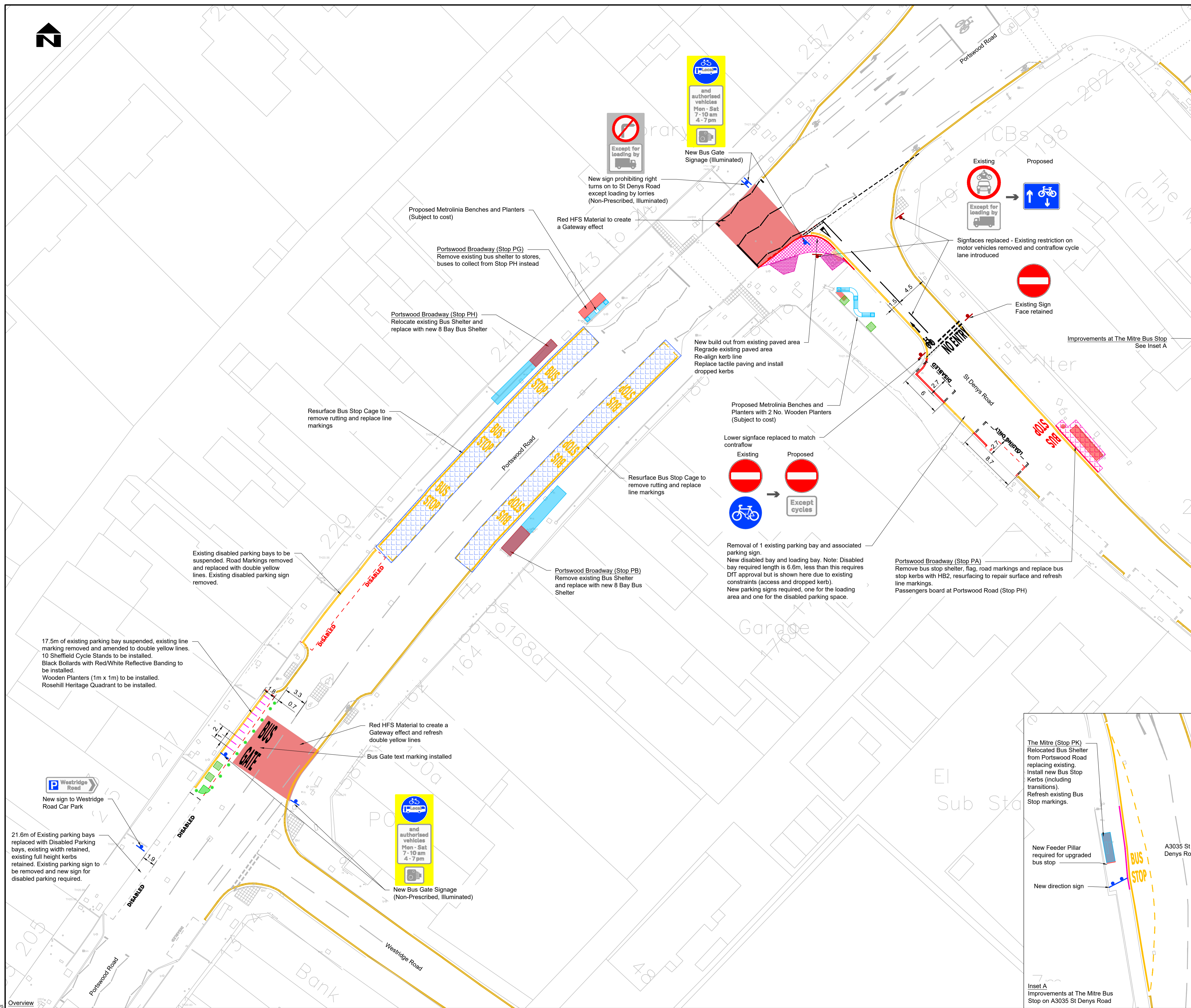
Southampton City Council
Civic Centre
SOUTHAMPTON SO14 7LY

DRAWING TITLE

TCF
Portswood Road Bus Gate
General Arrangement
Feasibility

DESIGNED	DRAWN	CHECKED	APPROVED	DATE	SCALE
PS	PS	JC	TH	15/05/24	A1 1:250

DRAWING NUMBER	SHEET	REVISION
24/AT/M/001/001	1 of 1	-



THE CITY OF SOUTHAMPTON (PORTSWOOD BROADWAY) 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.
- 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 Portswood 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 introduce bus gate restriction and associated supporting restriction as part of the trial.

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, 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.

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 BROADWAY) 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 27th January 2025 and may be cited as The City of Southampton (Portswood Broadway) 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” means The City of Southampton (Moving Traffic Restrictions) Order 2022, as amended.
 - (ii) 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.
 - (iii) Any reference to an enactment shall be construed as a reference to that enactment as amended by any subsequent enactments.

MODIFICATION AND SUSPENSION

- 4 The Head of Transport and Planning, Southampton City Council 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

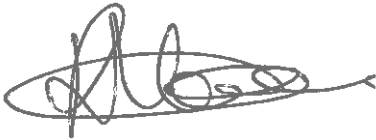
- 5 The following shall be inserted into Schedule B as a new section (f):

“For the Bus Only Street in Portswood Road (which applies from its junction with Westridge Road to its junction St Denys Road (Spur)), vehicles with a maximum gross weight greater than 7.5t provided they are travelling in a northbound direction.”
- 6 The contents of Schedule 1 shall be inserted into Schedule 2 of the Principal Order.
- 7 The contents of Schedule 2 shall be deleted from Schedule 7 of the Principal Order.

- 8 The contents of Schedule 3 shall be inserted into Schedule 20 of the Principal Order.
- 9 The contents of Schedule 4 shall be inserted into Schedule 22 of the Principal Order.

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

in the presence of



Authorised Signatory



109276

Schedule 1 – PROHIBITED MOVEMENTS (Addition to Schedule 2 of the Principal Order)

Column 1	Column 2	Column 3	Column 4	Column 5
Road (from)	Movement	Road (to)	Restricted Hours	Exceptions
Portswood Road	Right turn	St Denys Road (Spur)	All	1 – Loading by Goods Vehicles

Schedule 2 – PROHIBITION OF MOTOR VEHICLES (Deletion from Schedule 7 of the Principal Order)

Column 1	Column 2	Column 3	Column 4
Road	Extent	Restricted Hours	Exceptions
St Denys Road (Spur)	From its junction with Portwood Road south-eastwards for 24m	All	1 - Buses 2 - Taxis 3 - Loading by goods vehicles

Schedule 3 – BUS ONLY STREETS (Addition to Schedule 20 of the Principal Order)

Column 1	Column 2	Column 3	Column 4	Column 5
Road	Extent	Restricted Hours	Exceptions	Zone
Portswood Road	From its junction with Westridge Road to its junction St Denys Road (Spur)	Monday-Saturday: 7am-10am and 4pm-7pm	1 – Local Buses 2 - Pedal Cycles 3 - Authorised Vehicles	N/A

Schedule 4 – MANDATORY CONTRA-FLOW CYCLE LANES (Addition to Schedule 22 of the Principal Order)

Column 1	Column 2	Column 3	Column 4	Column 5
Road	Extent	Cycle Direction of Travel	Direction of Travel	Restricted Hours
St Denys Road (Spur)	From the south-eastern kerbline of Portwood Road south-eastwards for 24m	North-west	South-east	All