

### Full Report

The full report should be read in conjunction with the Summary Report which was published on 18 March 2024 (see Annex ii)

Attendees at the member ATZ Workshop were pre-organised into 8 groups and were asked to consider 5 questions and present a plenary. Each group had a facilitator who were HRA members, friends of HRA or HRA committee members. Facilitators had been briefed of their role in advance of the Workshop.

For the purposes of the Workshop, the Active Travel Zone boundaries were taken from the SCC map which had been published in all Public Consultations to date (Ref Annex i map 4 p.13). The zone includes the following roads which might be impacted by increased traffic and considered to be cut-through roads when Portswood Broad Bus-gate is operational: Abbotts Way, Brookvale Road, Russell Place, Westwood Road and Winn Road. No-through roads in the Oakmount Triangle are also included geographically.

It is important to note that the main purpose of the Workshop was to offer HRA members the opportunity to discuss issues around the ATZ which would impact them and to sustain their engagement in the Portswood Corridor process. This was particularly in readiness for any Co-design sessions to be run by SCC in the future. Maps referred to are in Annex i.

This analysis will pick out the main responses for each question but not attribute these to particular groups. A response is only listed once even if several groups made similar comments. Comments have been précised not copied verbatim.

ATZ options in Questions 1 and 2 were the only ones offered by project officers throughout the consultation process.

### Analysis by question

#### **Q1. A Light Touch Travel Zone (Ref map 3 p.12)**

Group members were prompted to use the map provided to discuss where any new speed cushions might be effective. Should there be any priority buildouts, chicanes or new road crossings? Are there any other Light Touch measures you would include? List any advantages and disadvantages.

What Light Touch measures might be effective?

- A mixed response to any more build outs, road crossings or speed cushions
- Buildouts preferred to speed cushions
- Some groups negative altogether
- They generate traffic
- Brookvale has enough

Where is the best place for them?

- Abbotts Way, Russell Place. Possible Winn Road (NB Bus routes, emergency services) Westwood Road,
- Add pedestrian crossings near bus stops and below mini roundabout on Highfield Lane

Any other Light Touch Measure you would include?

- Signage deterring through traffic
- Improve the pavements (encouraging people to walk)
- 20 mph on Highfield Lane / in the whole area
- Speed cameras / ANPR
- Rumble strips
- Upgrade Zebra Crossings to Pelican Crossings
- Mixed views on any more measures
- Cycle lanes
- Signs
- Parking restrictions

Advantages of Light Touch Measures

- Only have a small effect
- Mixed views on their effectiveness
- More pedestrian crossings slow the traffic flow
- Discourage car drivers from using the road
- Removeable / only semi-permanent
- Helpful to residents / safer for residents
- Deters lorries

Disadvantages of Light Touch Measures

- Chicanes are only effective in strong flow of traffic
- Cause problems for emergency vehicles
- Create traffic jams
- Increasing pollution with idling engines
- Not good for buses
- No disadvantages / not enough effect
- Such measures restrict all the time so do not fit with a part-time Bus-gate
- Too many schools and Nurseries

## **Q2. Travel Zone with Modal Filters (road closures to through traffic)**

Group members were asked to spend 15 minutes discussing this option and to use the map (Ref map 4 p. 13) to discuss the effect of road blocks on Russell Place and Brookvale Road. To list any advantages or disadvantages. Two modal filter locations had been indicated on the SCC Consultation map, Russell Place and Brookvale Road

### Modal Filter on Russell Place / Brookvale Road?

- 6 / 8 groups rejected Modal Filters and would not add any in any other location in the ATZ
- No point if only on Russell Place
- Disruptive
- Splits Highfield / splits the community
- Permanent but the Bus-Gate is now peak time only so not appropriate

### Advantages in Modal Filters?

- Might stop the rat run
- Nicer for walking / cycling / disabled
- None (X 7 groups)

### Disadvantages of Modal Filters?

- Lots of disadvantages – decrease connectivity around the city for local residents, cuts off N/S, longer journey times to access services e.g. GP, schools
- Would cause significant increase in journey times for residents
- causes build-up of traffic on many roads e.g Highfield Lane traffic lights
- Increased fuel usage / length of journey
- Blocks emergency vehicles
- Permanent restriction for a temporary Bus-gate
- Increased pollution
- Too many cameras everywhere
- Threatened continuation of Waitrose / detrimental to businesses on The Broadway
- Modal filters have a wider effect too on available alternative routes e.g. from Winn Road dangerous right turn onto The Avenue

**Q3. Travel Zone maintaining the current position** (this option had consistently been ruled out by project officers in the consultation process)

Group members were asked to spend 15 minutes discussing this option and to use the map (Ref map 2 p.11) to discuss the effect of maintaining the AT zone as it is. (Currently there are chicanes / pinch points on Brookvale Road in three places to slow traffic, on street parking in Brookvale Road, a bus route in Lower Brookvale Road and Winn Road, 30mph throughout.)

Group members were asked to comment on maintaining the current position as a means of controlling possible additional through traffic if Portswood Broadway is a Part-time Bus-gate

- Expect rat running through Brookvale Road / Abbotts Way / Russell Place during peak-time (perhaps less so with part-time Bus-gate)
- New data needs to be presented due to part-time Bus-gate
- Effect of part-time Bus-gate is unpredictable - wait until after
- Safety issues for schools if extra traffic

- Traffic already too fast especially at night
- Is there opportunity to make later adjustments to ATZ measures if traffic increases significantly
- Strong vote for more data collection relevant to new position (Part time Bus-gate)
- Least worse option (whole group)
- Mixed views expecting more traffic but would be mitigated with a 20mph zone
- Access to Thomas Lewis Way is poor from Highfield. Any problems quickly create jams on Highfield Lane and Cobden Bridge

Advantages to residents and wider Highfield on maintaining the current position as a means of controlling possible additional through traffic if Portswood Broadway is a Part-time Bus-gate?

- Maintains connectivity across Highfield and the city
- Won't disrupt journeys / appointments
- Maintains easy access for carers, deliveries, emergency vehicles
- It won't control more traffic
- Maintaining status quo allows a realistic judgement of how bad the problem would be
- It's not making things worse
- Better than modal filters
- Maintains freedom of access
- Will allow traffic to spread rather than funnelling
- Won't divide Highfield
- Parked cars already act as a slowing down measure
- Preferred option to those strongly against modal filters
- Seen as a means of improving the data and quality of decision making before any 'hard' measures for something part-time
- We don't feel the existing data can be relied upon
- Would allow proper measurement of the effect of the (part-time) Bus-gate before measures are imposed
- It would maintain the access residents have today with maybe more traffic
- Local traffic is unaffected (in terms of use)

Disadvantages to residents and wider Highfield on maintaining the current position as a means of controlling possible additional through traffic if Portswood Broadway is a Part-time Bus-gate?

- Unpleasant for those living on rat run roads e.g. Brookvale
- Increased traffic would be more unpleasant for pedestrians
- It's not doing anything to control the traffic
- Emergency access could still be compromised
- Safety still an issue at crossing points
- This won't be apparent until after the trial
- Could turn into chaos
- Alternative proposal needs to be prioritised in case there is too much extra traffic
- Traffic jams
- Increase in pollution from idling traffic

How do advantages weigh against disadvantages?

- We don't know
- Leaving as is allows more data to be collected and the effect of the part-time bus gate to be monitored to identify more tailored solutions
- Removes the problem of (part) timing
- It depends where you live (difference of opinion)
- Freedom of movement
- Better than modal filters
- No advantages if traffic volumes increase as expected (NB data was for permanent Bus-gate)
- Better than 2 modal filters
- Advantages provide a better basis for decision making
- These won't be apparent until after the trial
- Disadvantages outweigh advantages

Any other comment?

- Mixed
- Concern about the no right turn into Highfield Lane at the Portswood Lights – this would now be essential?
- Current no-right-turn from Portswood Road traffic lights must be maintained, otherwise traffic northbound will become very congested
- Implement the peak-time Bus-gate observe what happens. Any additional measures must be those capable of being undone

**Q4. An enforced 20mph scheme throughout the travel zone** (this had not been offered by project officers during the consultation process but Highfield had been accepted as a potential 20mph zone by SCC in March 2022 and had been widely supported by different resident groups).

Group members were prompted to spend 15 minutes discussing the effect on ATZ residents and wider Highfield of an enforced 20mph as a means of controlling possible additional through traffic if Portswood Broadway is a Part-time Bus-gate

- Won't deter traffic but would make roads safer / schools, nurseries, pedestrians etc
- Cameras or speed guns?
- Reduces emissions
- May make people choose a different / faster route – deter the use of rat-runs
- People may not like 20mph
- If enforced, drivers will have to stick to it
- A positive approach
- Will filter into Satnav guidance
- Believed to be popular – HRA had already bid for 20mph zone in Highfield
- Little effect on journey times
- Won't solve problem of increased congestion due to Bus-gate at peak times

- Speed cameras and signage are unsightly
- More street furniture is ugly – one of the stated purposes of the scheme was to beautify Portswood
- Full agreement in a group as a good idea
- Average speed cameras
- Lower pollution
- 20mph must be implemented in the ATZ and it must be enforceable
- 20mph combined with buildouts?
- Bikes and cars going at the same speed is safer
- Enforcement will train drivers to drive at 20mph
- Signage is really important
- Are any other areas in Southampton enforced 20mph?
- Favour strong, permanent enforcement
- Especially important in roads such as Winn, Westwood, Shaftesbury Ave where there is regular speeding
- Some drivers slow down then rev up (driver behaviour needs to change)

Advantages of an enforced 20mph scheme as a means of controlling possible additional through traffic if Portswood Broadway is a Part-time Bus-gate

- Would deter through traffic - make more drivers use Thomas Lewis Way
- Revenue for the Council
- Calmer slower traffic might encourage cycling
- Evidence suggests 20mph is safer
- Might improve the flow
- Could try 20mph first before any other measures – measure and see if this addresses any additional traffic problems
- It will be beneficial
- Reduced pollution
- Improved road safety
- Improved tyre wear, brakes and emissions
- Changes driver behaviour
- Camera controlled will deter drivers

Disadvantages of an enforced 20mph scheme as a means of controlling possible additional through traffic if Portswood Broadway is a Part-time Bus-gate

- No major disadvantages
- More street furniture
- May not impact on reducing additional through traffic
- Don't like the idea of additional control
- Maybe insufficient if the only restriction
- None
- Big brother surveillance?
- Effective if not enforced?

A final discussion point was added to generate any additional, new ideas relevant to a Part-time Bus-gate which had not already been considered.

#### **Q5. Any New Ideas for the ATZ**

- Make Richmond Gardens one-way west to east
- Don't do the Bus-gate
- Make TLW the Satnav route into Southampton
- More traffic on Thomas Lewis Way will make east-west journeys even more challenging
- Traffic flow data – more data needed before and after (now) part-time Bus-gate on ATZ roads
- Where is the data on bus-times?
- Suggest a Park and Ride (close to Parkway Station / airport) and regular bus services into Portswood and the City (also for football matches)
- Implementation needs a phased approach
- Engagement and transparency are now needed throughout the design process with local residents and businesses
- Free bus travel for first 6 months of the Bus-gate scheme
- U1 to Central Station be reinstated
- Introduction of express bus services (limited stops)
- Cycle lanes on Highfield Lane (for safety)
- Better bus service from St Denys Station could reduce local traffic
- Enforcement of illegal scooter riding (pavements and private scooters)
- How big is the ATZ catchment?
- Ensure that changes are publicised well in advance (physically)
- More data collection to monitor changing habits
- Speed warnings
- Parking permits for residents – no public parking for others
- Open to the option for a right turn from Portswood Road into Highfield Lane at the lights otherwise all traffic has to use TLW (big queues)
- Local residents should be allowed to use the Bus-gate as should Blue badge holders and registered business owners

Automatic Number Plate Recognition – a number of groups listed ANPR as a new idea

- Some people have a problem of 'being watched'
- Very strong support for ANPR for local residents to be used as modal filters
- Residents would be able to go through the modal filters, but the rat run congestion would be decreased because other vehicles wouldn't be able to go through
- Therefore, there should be no physical road blocks
- The group thought that ANPR would go a long way to decreasing the negativity surrounding the whole Portswood Broadway scheme
- Mixed views on ANPR
- Some against ANPR and Modal Filters
- ANPR a good idea to allow residents unrestricted access as now
- ANPR as an enforcement measure

- ANPR could be switched on / off to match Bus-gate operating times. Can operate flexible.
- Would this be confusing?
- ANPR works in Richmond Gardens

#### ANPR Questions raised:

- Who do you call a local resident? (the group thought there was no downside to making it quite a large number)
- Do the modal filters and ANPR only operate during the hours that the bus gate is operating?
- Who would qualify to use APNR?
- How big is the ATZ catchment?
- How would this be managed e.g the number of vehicles at a property?
- What about visitors, carers or deliveries?

#### Other ideas

##### Westridge Car Park and car parking generally around Portswood

- The signage to and in Westridge car park needs greatly improving. CCTV is necessary there to make it safer and more likely than people will use it. The car park needs to be smarter and generally more inviting. (One of the group was particularly pleased to see that the (always overflowing) recycling bins have been removed from this car park)
- The other places you can park around Portswood are very badly signposted e.g. Waitrose, Sainsbury's, behind Portswood shopping area opposite Waitrose etc. All of these could be publicised more

##### Signage on pavements

- Clear signage on pavements is necessary to stop people cycling on them and stop rented scooters from using them (NB apparently when you rent one of the scooters it is not clearly said that you shouldn't ride it on the pavement). Misuse of pavements for cycling, riding a scooter should be enforced

##### Widen Portswood Broadway pavements

- Widening the pavements on Portswood Broadway would make the area a much more pleasant place to walk – and slow up / discourage motorists during the non-bus gate times
- Enforce the current parking restrictions on Portswood Broadway – double yellow line parking etc
- Generally new signage about restrictions etc should be flexible so it can be tweaked

#### **Q6. Plenary What is the most significant Active Travel Zone discussion point / suggestion to come from your group?**

Groups were asked to address this question and present to the meeting by way of conclusion. Responses were written up as the Initial Summary Report (see Annex ii. The Initial Report has already been circulated to attendees, HRA members and published on the HRA website.



**Plenary Summary** (Ref Annex ii pp. 14, 15):

The principle that local residents are being seriously disadvantaged by the scheme and it is non-residents who gain the advantage

Local residents are impacted full time but the Bus-gate is only part time

The stated objectives are not served by the proposed means

Resident engagement and transparency in on-going evaluation of the scheme is essential during the trial phase

Do nothing until we can evaluate

Don't block the roads with further obstacles or modal filters (road blocks)

Emergency vehicle access must not be compromised

Good support for do nothing until we have more information and see the effect of traffic flows

Wait and see – proper traffic surveys on the effect of part-time Bus-gate

There is no real data on which to make judgements, given a peak-time only Bus-gate

Previous traffic data / vehicle modelling must not be used to design the ATZ as this was on the basis of a permanent full time Bus-gate

Valid and reliable new data is needed – actual not modelled

Implement an 20mph (enforced?) and evaluate the effect of any extra traffic in the ATZ to see if it does improve bus use and bus times (wide support from all groups)

20mph is safer

Infrastructure has not been put in place to make the scheme work

Adequate signage is necessary

Beware of the effect of too much street furniture, road markings, too many signs

(NB Conservation areas)

Minimal support for modal filters - lots of community disadvantages

Maintain freedom of access for local residents

There should be no division of the community

Will an ATZ zone mean less pollution? Where is the Data on pollution?

Queueing traffic, more fuel use: longer distances to drive, more fuel use – more emissions from idling traffic

A view that the imposition of ATZ measures would lead to an increase in journey times across Highfield and traffic jams on local roads e.g. Highfield Lane, Winn Road

Too many vehicles for Thomas Lewis Way – underestimated by the data presented so far

Support for ANPR in wider Highfield but this was not universal

Some have issues about surveillance

How wide is the ATZ area? Who would be eligible?

Why is there no park and ride?

Free buses for the first two months to encourage bus use and deter cars

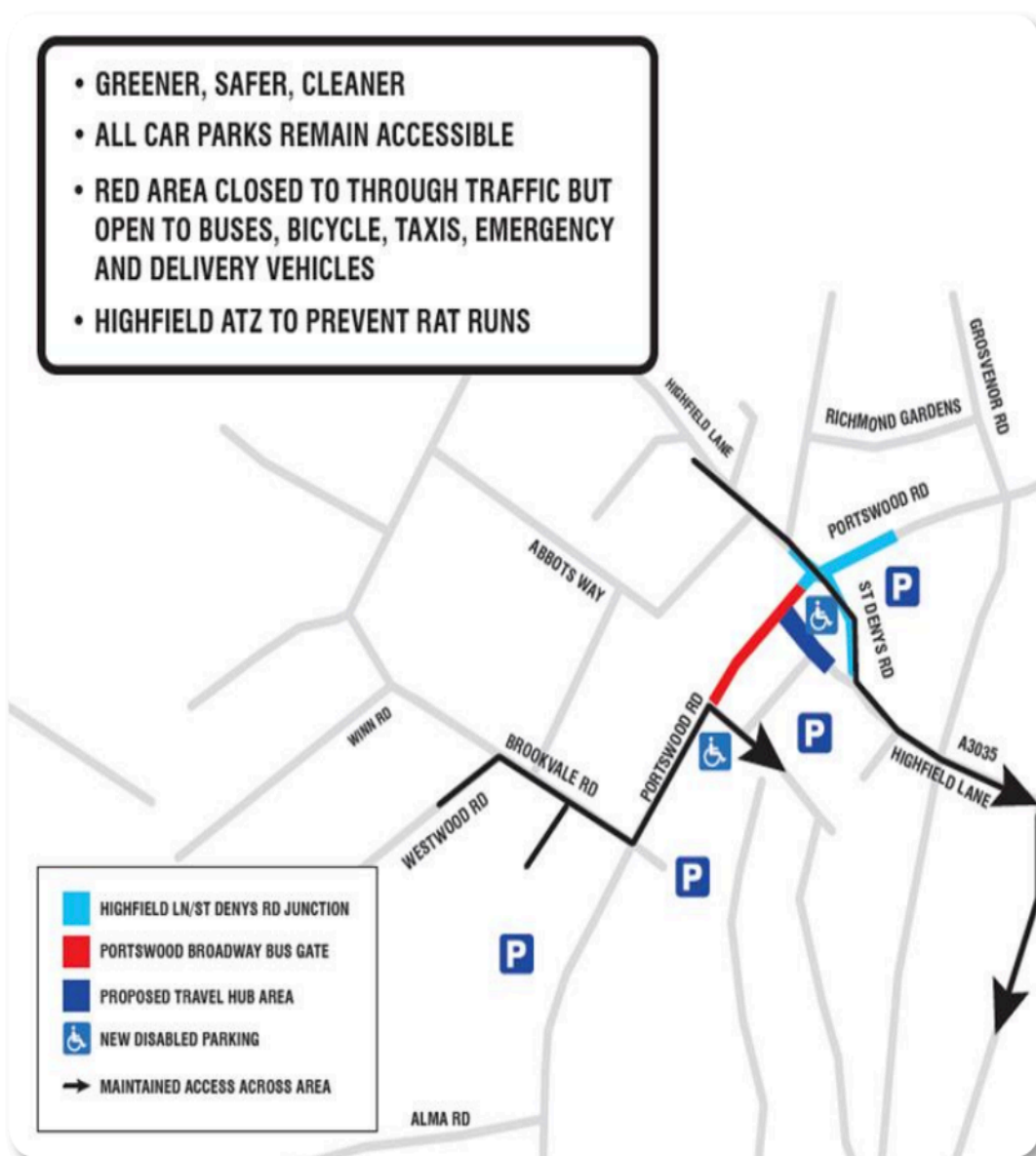
Where is the bus-saving-times data for peak-times?

The unilink bus to the station should be reinstated

Annex i – SCC Maps used in the Workshop

These maps were produced by the SCC Project Team and data assumed a full-time Bus-gate

The proposed Bus-gate road restrictions  
Trial of between 6 and 18 months  
SCC monitored and evaluated  
Part time 7am – 10am and 4pm – 7pm

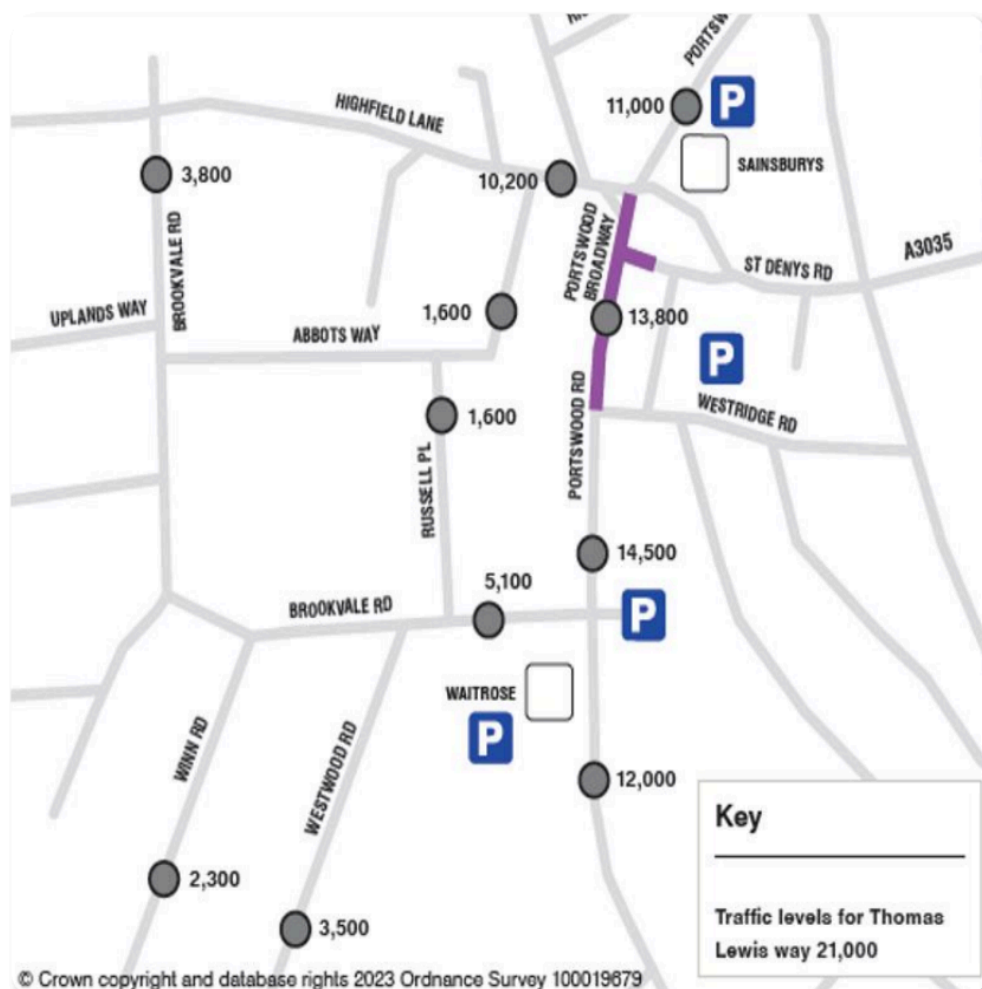


## Indicative levels of traffic through Highfield and along the Broadway without a Bus-gate. Data gathered in April 2023

'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 decides on measures that still allow existing access arrangements in the area to be retained.' SCC

### 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)



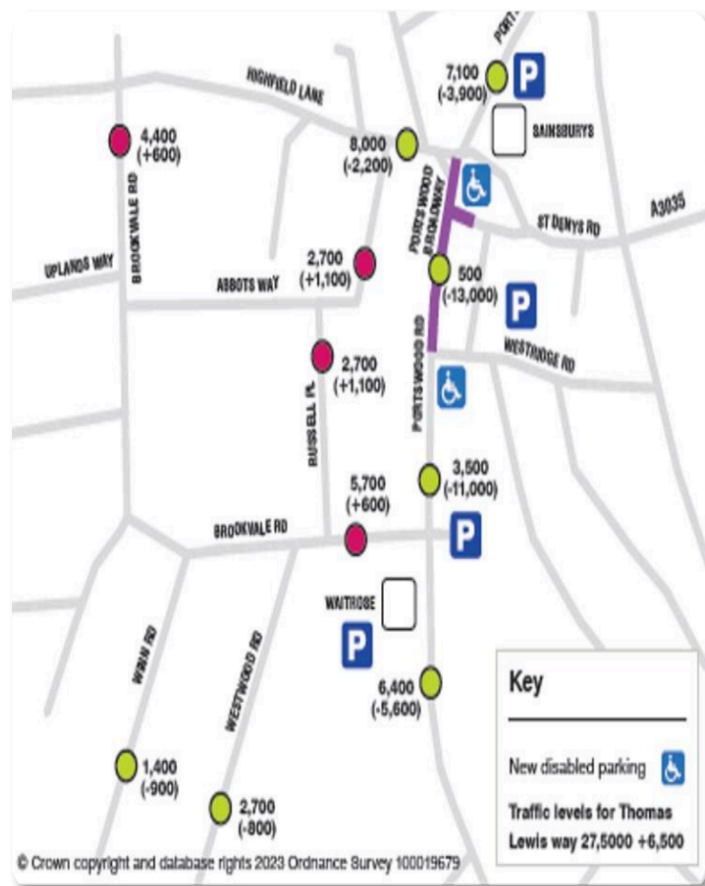
Predicted levels of traffic through the Highfield Travel Zone with light-touch measures proposed for Brookvale Road, Abbotts Way and Russell Place but not Westwood Road or Winn Road NB Assumes a full time Bus-gate

### 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.



Predicted levels of traffic with road closures (modal filters) at the junction of Russell Place and Brookvale Road and at the junction of Brookvale Road and Blenheim Avenue  
 (by the mini roundabout?)  
 NB Assumes a full-time Bus-gate

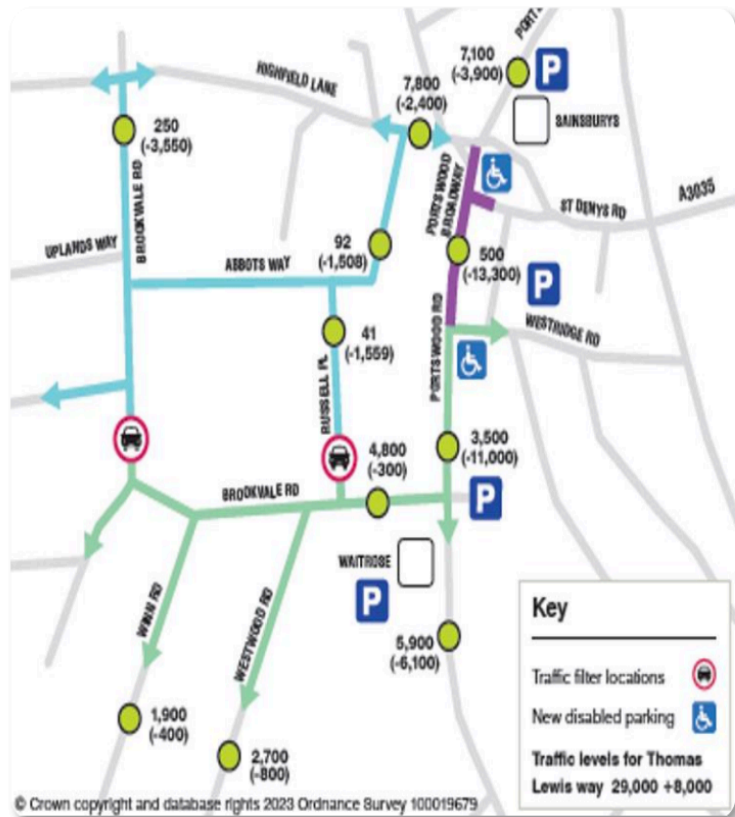


### Bus gate w/ ATZ and traffic filters on Russell Place and Brookvale Road

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).



## Annex ii

### Initial Summary Report HRA ATZ Workshop 12 March 2024 – Plenary Group Responses

39 HRA members took part in the Workshop supported by 8 Group Facilitators who were HRA members, friends of HRA or HRA committee members. 5 other HRA committee members supported the event.

Apologies were received from Cllr Finn and Cllr Savage. 6 members who had registered withdrew due to illness or other business.

Attendees had been organised in advance into 8 groups each with a Group Facilitator. Groups sat around tables and had name badges. Background information, maps of example SCC ATZ schemes presented so far and the Session Questions had all been sent to attendees in advance.

Group Facilitators benefited from a briefing document and a short meeting with the HRA HonSec before the event began.

Prof. Roger Brown, HRA Chair, introduced the Workshop and explained the aims.

The HonSec led the proceedings, introduced each focus question and managed the timekeeping.

The workshop ran to time at 2 hours.

Evaluation emails were sent to all participants the following day. Received to date:

12 Attendee Evaluations

7 Facilitator Evaluations

2 Committee Evaluation

#### Plenary Group Responses

The group responses to the Plenary question from oral feedback (notes taken by RB and BC) and group sheet notes of the Plenary question have been compiled into the Summary Report below. A full report will be produced in due course to reflect the responses for each question from each group.

#### Session 6 Plenary

Q. What is the most significant Active Travel Zone discussion point / suggestion to come from your group?

The principle that local residents are being seriously disadvantaged by the scheme and it is non-residents who gain the advantage

Local residents are impacted full time but the Bus-gate is only part time

The stated objectives are not served by the proposed means

Resident engagement and transparency in on-going evaluation of the scheme is essential during the trial phase

Do nothing until we can evaluate

Don't block the roads with further obstacles or road blocks

Emergency vehicle access must not be compromised

Good support for do nothing until we have more information and see the effect of traffic flows

Wait and see – proper traffic surveys on the effect of part-time Bus-gate

There is no real data on which to make judgements, given a peak-time only Bus-gate

Previous traffic data / vehicle modelling must not be used to design the ATZ as this was on the basis of a permanent full time Bus-gate

Valid and reliable new data is needed – actual not modelled

Implement an 20mph (enforced?) and evaluate the effect of any extra traffic in the ATZ to see if it does improve bus use and bus times (wide support from all groups)

20mph is safer

Infrastructure has not been put in place to make the scheme work

Adequate signage is necessary

Beware of the effect of too much street furniture, road markings, too many signs

(NB Conservation areas)

Minimal support for modal filters - lots of community disadvantages

Maintain freedom of access for local residents

No division of the community

Will an ATZ zone mean less pollution? Data on pollution?

Queueing traffic, more fuel use: longer distances to drive, more fuel use – more emissions from idling traffic

A view that the imposition of ATZ measures would lead to an increase in journey times across Highfield and traffic jams on local roads e.g. Highfield Lane, Winn Road

Too many vehicles for Thomas Lewis Way

Support for ANPR in wider Highfield but this was not universal

Some have issues about surveillance

How wide is the ATZ area? Who would be eligible?

Why is there no park and ride?

Free buses for the first two months to encourage bus use and deter cars

Where is the bus-saving-times data for peak-times?

The Unilink bus to the station should be reinstated (or at least one bus in every three)

Barbara Claridge HRAHonSec 18/03/24