

BRIEFING PAPER

SUBJECT: BEDFORD PLACE (ROAD) PEDESTRIANISATION TRIAL
DATE: 15 JULY 2021
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

This briefing paper presents the decision making, rationale and evidence associated with the reopening of Bedford Place (the road). The road was pedestrianised as part of a trial scheme in the Bedford Place area, along with Carlton Place, part of Lower Banister Street and Winchester Street, in August 2020 to support the hospitality trade and social distancing following the first Covid lockdown. An 18-month Experimental Traffic Regulation Order (ETRO) was enacted as the legal mechanism which enabled people to formally provide representations on the scheme over the first six month period. In addition, three business surveys were carried out by Go! Southampton (x2 – July 2020 and December 2020) and the Council (x1 – May 2021) before and after implementation of the scheme.

The scheme has been in operation for 10 months and over that time the area has experienced extended periods of business closure (especially hospitality trade) due to lockdowns and the winter period.

With the further easing of Covid-19 restrictions (step 4) scheduled over the summer 2021, it was an appropriate time to review the trial scheme and next steps. To inform decisions, a Southampton City Council led business survey was carried out with businesses specially located along Bedford Place (road) in May 2021 requesting their views on the trial and potential for reopening the road to traffic. This survey followed up from the second Go! Southampton survey from December 2020 that reported most businesses who responded, albeit from a low response rate, were not in favour of Bedford Place reopening. The other streets had a majority in favour of continuing with the trial pedestrianisation.

The results of this along with the responses to the ETRO and traffic management considerations informed the delegated decision for Bedford Place, in consultation with the Cabinet Member for Growth.

BACKGROUND and BRIEFING DETAILS:

1. Where Bedford Place is referred to in this report it is referring to the road Bedford Place, the wider area is referred to as 'area'. A map of the area and roads affected is attached as Annex 1.

Bedford Place Area Trial Pedestrianisation Scheme

2. Bedford Place runs north-south from Cumberland Place to Carlton Road and provides the main access to the wider Bedford Place-Polygon area. The road is a mixed use area with businesses covering hospitality, local and specialist retail, office and services. Across the area there is a concentration of evening hospitality venues and there has been significant investment over time in the street scape. It is served by two multi-story car parks at Bedford Place and Grosvenor Square, and six smaller surface car parks. The area is also a large employment hub.

BRIEFING PAPER

3. The Covid pandemic and lockdown reduced traffic and footfall activity levels in the area and across the city. At the peak of the lockdown in April 2020 traffic levels in Southampton were 65% lower than earlier in 2020. As the first lockdown progressively eased it presented a point in time to consider interventions that would support the growth in active travel but also ensure, as lockdown eased, the economy could reopen safely by measures to support social distancing to help stop the spread of the virus. An outcome of this was the Green Transport Recovery Plan (GTRP) and funding from central Government looked to enable social distancing, support businesses, and support active travel that had increased over lockdown.
4. Working with the Business Improvement District (BID) Go! Southampton, the Council developed projects for the Bedford Place area that provided more space for people to adhere to social distancing, and to support hospitality as that sector reopened with restrictions at the time preventing use of their inside space. Outside public space (especially highway) was to be decluttered and repurposed so people can access retail and support local venues as they dealt with social distancing restrictions and allowed an opportunity for hospitality to increase their footprint for outside tables and chairs.
5. As Lockdown 1 eased in the early summer 2020, and national campaigns and incentives such as “Eat out to Help Out” were initiated, this was supported by local initiatives such as the Go! Southampton led ‘Southampton Inside Out’ campaign. This allowed areas such as Bedford Place to facilitate additional outdoor seating and space for hospitality. This formed part of the Council’s £0.225m submission to the Government’s Reopening High Streets Safely Fund (RHSSF). A trial pedestrianisation scheme was developed to support the smaller food and drink businesses with social distancing and outdoor dining. As well as the trial pedestrianisation the project included painted barriers, planting, seating, street art, festive lighting and tree.
6. Tables and Chairs and Pavement Licences were provided for businesses who wished to use the pavement or closed off sections of carriageway.
7. The scheme started in August 2020 and continued to support the area through the subsequent lockdown restrictions in November and the third lockdown from January to March 2021. The easing of the third national lockdown from March 2021 has enabled a fuller utilisation of the pedestrianised areas and a wider understanding of the economic, traffic and social impacts of the scheme.

Scheme Detail

8. Bedford Place, Carlton Place, Lower Banister Street and Winchester Street (part time) were pedestrianised using an 18 month Experimental Traffic Regulation Order (ETRO). An ETRO is a power available to the Council as the Local Highway Authority, enabling schemes to be implemented at short notice and the Council able to gather responses during the scheme and have the flexibility to adjust schemes. The process was highlighted by the DfT as an appropriate quick response measure as the UK emerged from the first lockdown. The 18 month period enabled consultation responses to be gathered during the first six months. After the 18 month period the ETRO can either be made permanent or is allowed to expire.
9. The following was in place starting 21 August 2020. A plan of the scheme is in Annex 1:
 - Bedford Place ETRO – Introduce a Pedestrian & Cycle Zone (motor vehicles prohibited) between junction with Carlton Place and with Henstead Road.

BRIEFING PAPER

- Carlton Place ETRO – Introduce a Pedestrian & Cycle Zone (motor vehicles prohibited) between junctions with Bedford Place and Southampton Street with a short extension into Lower Banister Street for 40m.
- Lower Banister Street & Winchester Street ETRO – Introduce a Pedestrian & Cycle Zone (motor vehicles prohibited) operating Friday 8pm-Midnight, Saturday Midnight-3am & 8pm-Midnight, and Sunday Midnight-3am (noted that Winchester Street was suspended with closure of Waterloo Terrace to facilitate a road closure associated with a development).

10. In advance of the trial pedestrianisation parking bays on Bedford Place were suspended to allow for temporary barriers to be installed for outdoor seating at venues. These were implemented in July 2020 as part of creating additional temporary space along the road for social distancing. To date 13 businesses were issued with Tables & Chairs/Pavement Licences. Six of those businesses issued with licences are on Bedford Place either within the pedestrianised area or in parking areas. A plan is attached as Annex 2.

Pre-Scheme Consultation & Engagement

11. As part of the preparation for the scheme, and in addition to the formal ETRO consultation to follow, the BID carried out a business survey in July-August 2020 with all (~100) businesses in the Bedford Place area (Bedford Place, Carlton Place, Vernon Walk) to gather initial support for a pedestrianisation scheme. A total of 48 businesses responded, with 34 from Bedford Place itself. The survey results are shown below:

Table 1 – Level of support per Street, Business Survey 1

	Supportive	Unsupportive	Undecided
Lower Banister	25	7	10
Carlton Place	26	6	12
Bedford Place	27	10	11

12. Various scenarios for how the scheme would operate were presented with 22 respondents supporting a 24 hour closure with planters to remain in situ. Other options were timed closures (where the planters would need to be removed/placed by the traders daily), or not to close the road. The survey is attached as Appendix 2.
13. For the ETRO, notice was provided to residents and businesses by letter delivered 7 days in advance of the scheme being implemented. As schemes introduced under Experimental Traffic Regulation Orders they were subject to a formal six month consultation after implementation. The Orders expire after 18 months if the Council does not decide to make them permanent following consideration of representations received. The proposals were advertised with public notices put up on-street and published in the Hampshire Independent newspaper, and a letter drop to residents/businesses sent to 2,896 addresses across the Bedford Place-Polygon area (map in Annex 3). Further information was published on the Connected Southampton transport website. The formal ETRO consultation is open to anyone to respond to. The ETRO and letter are attached as Annex 4.
14. Before implementation Ward Councillors and the BID were briefed on the proposals and formal approval for the scheme was secured at Cabinet on 14th June 2020 as part of the Green Transport Recovery Plan.

ETRO Responses

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15. Responses to the ETRO needed to be submitted via an official legal email address (traffic.orderslegal@southampton.gov.uk) or in writing. These were monitored by the Council's Highway Service Provider Balfour Beatty Living Places (BBLP). A total of 119 ETRO responses were submitted, summarised in table 2 below:

Table 2 – Summary of ETRO Responses

Support	70	59%
Objection	46	39%
Other Response	3	3%
Total	119	

16. The reasons provided for either supporting or objecting to the scheme were as follows:

Support – these included:

- Overall appearance, ambience and uplifting of the locality with a 'café culture'
- Reduced air pollution and health benefits
- Benefits to businesses attracting visitors
- Improved sense of community and socialising
- Ease of cycling and walking
- Road safety
- Contrast with previous neglect of the Polygon
- Previously Bedford Place at night was hazardous with Uber cars parking on footways etc
- Future benefits if the scheme is made permanent (attracting new businesses and visitors).

Reasons for objecting included:

- Responses predominantly relate to the Bedford Place closure
- Strongest objections from residents living in closest vicinity (e.g Canton Street) with serious concerns over:
 - Road obstruction through vehicles ignoring signs and having to turning around in Canute Street,
 - Increase in crime
 - Increase in anti-social behaviour
 - Road and personal safety
 - Damage to vehicles
 - Damage to property
 - Vagrants living in Amoy Street Car Park
 - Difficulties for delivery lorries having to reverse to exit the locality
 - Loss of accessibility.
- Displaced traffic and road noise in neighbouring roads (e.g. Henstead Road / Devonshire Road)
- Impact to businesses whose clients used road side parking for convenience and accessibility
- Accessibility for disabled users
- Seating is not complying with social distancing and is making access to shops difficult
- Absence of Police / Council monitoring or enforcement
- Has not met its objectives in generating active travel
- Lack of community consultation and support prior to introduction of schemes

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- Legal basis of introducing the scheme in terms of highway regulation and DfT funding.

The other responses covered scope for scheme improvement or enhancement

Scheme Monitoring and Engagement

17. Aside from the ETRO responses a range of other monitoring techniques were undertaken for the Bedford Place area. These included:

Table 3 - Summary of Monitoring & Engagement

Technical Survey	Other	Engagement
Traffic Surveys – 4x 2 week automatic traffic counts at 5 locations, junction turning counts at 5 junctions	Business Surveys (3x) (noted elsewhere in this report)	Weekly Trader’s Meetings (Summer 20- Spring 21)
Video camera surveys	Online feedback tools (Commonplace and space 2 move)	Fortnightly Citywide Reopening Meetings led by Go! Southampton
Pedestrian footfall counters being installed	The views of key stakeholders (some are noted below)	Regular letters and updates to website
	The level of interest amongst hospitality businesses to host benches	Regular Ward Councillor briefings

December 2020 - Business Survey 2

18. A second survey of businesses was carried out starting on 4th December 2020. Initial closing date was 17th December but this was extended into January 2021 to increase the response rate. This covered the same area as the first survey at a time where lockdown restrictions were different. The survey was sent to the same number of businesses as the first survey and 18 responded, including 15 on Bedford Place. The response to the survey is identified below:

Table 4 – Level of Support for Streets, Business Survey 2

	Supportive	Unsupportive	Undecided
Lower Banister	10	4	6
Carlton Place	11	4	4
Bedford Place	6	10	3

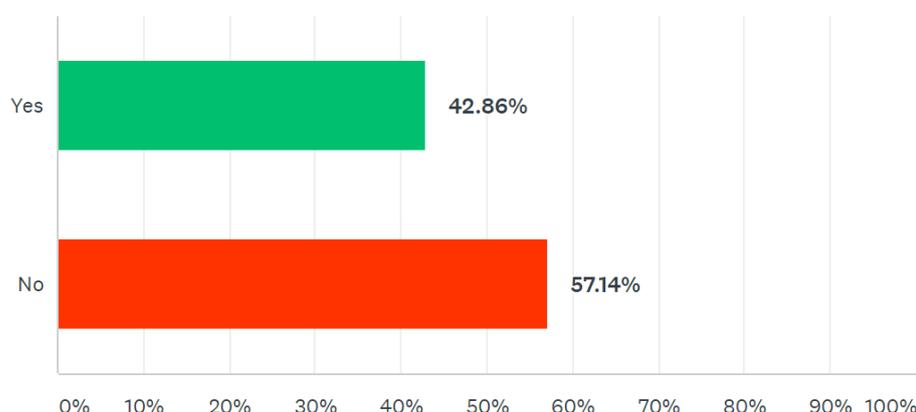
19. The level of support for Bedford Place had decreased from the first survey, but it should be noted that responses from Bedford Place were more than half of the first survey. Support remained for the trials on Lower Banister and Carlton Place.
20. The survey also asked about support for the interventions carried out to date (lighting, Christmas decorations, security and planter). It also asked about future interventions that businesses would like to see. These included additional lighting, promotion, events, improving deliveries and support to attract more customers. The survey is attached as Appendix 3.

BRIEFING PAPER

May 2021 Monitoring - Business Survey 3

21. Following on from the previous Go! Southampton led business surveys (Summer 2020 and December 2020) of the Bedford Place area, the Council carried out a survey with businesses on Bedford Place (road) only between 26 May and 9 June 2021. The survey and covering letter was hand distributed to 75 businesses with a link to an online survey that businesses were asked to complete with an unique reference code to ensure only legitimate business interests on Bedford Place could respond. A separate letter was delivered to the 39 businesses on Carlton Place providing a general update but not inviting them to be part of the survey. The extent is shown in Annex 3.
22. The survey provided businesses with the opportunity to state a preference about whether Bedford Place should remain within the pedestrianisation trial or be removed. Alternative options were put forward (such as timed and seasonal pedestrianisation) and businesses were asked what other measures they would want to see.
23. The survey was focused on the businesses only, with residents from other areas such as neighbouring streets views sought via the previous ETRO process. A total of 42 responses were received from the 75 businesses (56% response rate).

Figure 1 - Responses to Q5: Do you want Bedford Place to remain pedestrianised with the road closed to through traffic, r=42



24. Of the respondents 18 (43%) wanted the road to remain pedestrianised with 24 (57%) wanting it to reopen to traffic. Respondents were then asked to rank potential changes to Bedford Place pedestrianisation in order of preference. The preference at this point would be for timed evening only closures of Bedford Place. The results are shown below:

Table 5 – Responses to preference options for changes to Bedford Place pedestrianisation, r=40 (not everyone answered each question)

Option	1 st Choice	2 nd	3 rd	4 th	Total	Av. Score
Timed evening & weekends	31% 12	23% 9	28% 11	18% 7	39	2.67
Timed evenings only	28% 11	33% 13	23% 9	15% 6	39	2.74
Seasonal 24/7 Spring/Summer	28% 11	8% 3	8% 3	56% 22	39	2.08
Timed weekends only	11% 4	38% 14	41% 15	11% 4	37	2.49

BRIEFING PAPER

25. Respondents were asked about what they would like to see considered as part of a plan for the wider Bedford Place area. These will be taken forward for consideration as part of a planned Working Group for Bedford Place.

Table 6 – Bedford Place future options

Activity	Response
Improved traffic calming	24
Improved pedestrian crossings	12
More cycle parking	8
Additional CCTV	29
Footway Improvements	19
More street art	13
Tackled drug use/anti-social behaviour	33
Improved street cleansing	20
Additional pedestrian priority	8
Other	10

Traffic Counts

26. Four sets of traffic counts (August, September and December 2020 and May 2021) using automatic traffic counters (ATCs) were undertaken on Bedford Place and four surrounding streets before and after implementation of the scheme. This was done to understand the impact on any displaced traffic on the surrounding streets. The ATCs were down for 2 weeks in each survey period. The results are shown in the table below:

Table 7 – Traffic Difference Aug 20 to May 21

Road	Direction	August 2020	May 2021	Change
Henstead Road	Westbound	858	611	-28.8%
	Eastbound	1138	700	-38.5%
Wilton Avenue	Westbound	2635	3138	19.1%
	Eastbound	2539	3392	33.6%
Carlton Crescent	Northbound	2296	2928	27.5%
	Southbound	2210	2618	18.4%
Carlton Road	Northbound	2096	2377	13.4%
	Southbound	2870	2911	1.4%
Bedford Place	Northbound	1206	825	-31.6%
	Southbound	1485	766	-48.4%

27. This shows that traffic levels on Bedford Place and Henstead Road decreased whereas on Carlton Crescent and Wilton Avenue there was a significant increase. With the closure the traffic diverted away from Bedford Place further away from the closure such as at Devonshire Road. Concerns that traffic would use Henstead Road did not materialise and Henstead Road has been positively impacted. The increases on Carlton Crescent and Wilton Avenue demonstrate that a significant element of the traffic from Bedford Place diverted to the route from Devonshire Road towards London Road and The Avenue. This traffic is 'passing through' the area previously on Bedford Place potentially to avoid the Cumberland Place lights.

Stakeholder Views

BRIEFING PAPER

28. The following views were received from stakeholders:
- Police – area has reported a positive change in atmosphere comparable to Oxford Street. Seen increase in footfall but not seen a specific spike in violent crime or disorder. Road closures not hindered response. Next test is 19th July. Traffic perspective created safe environment and diverted vehicles using area for nuisance/ ASB ‘cruising’. Would prefer pedestrianisation to remain until after EURO 2020;
 - SCC Parking Services – not opposed to Bedford Place proposal reaching end of trial period, on-street parking displaced to Wilton Road and Amoy Street car parks generating revenue. Keen to lift restriction on Winchester Street to facilitate better access to Bedford Place MSCP;
 - Synergy Security (provider to licenced premises) - would support the continued pedestrianisation as there is less chance of intoxicated people falling in the road; less friction between taxis, customers and other vehicles, less drug dealing and sexual predator activity, less drink drivers in a busy pedestrian area - overall BP remaining pedestrianised reduces the chance of harm and disorder; and
 - SCC Licensing – scheme worked well with requirement for people to be sat – may change with lifting of restrictions changing the dynamic. Supports the hospitality sector when they were hardest hit (restricted covers etc).

Enhancements

29. As the Bedford Place area scheme was initially implemented as a trial to support the safe reopening of the economy as Covid-19 restrictions eased, there was never the intention or budget to invest heavily in design and permanent measures within the trial pedestrianised area. There was always the potential that these would have to be removed if/when the trial finished.
30. To augment the area and contribute to any success of the scheme several small and relatively cost-effective improvements were made in the Bedford Place area during the trial period. These small-scale interventions included:
- Local artists commissioned to paint the concrete barriers
 - Improved lighting (especially in Carlton Place)
 - Adjustments to the locations of some of the planters and concrete barriers
 - Co-ordinated design (amongst most of the hospitality businesses) of the benches
 - Christmas initiatives (tree, lighting, carols)
 - Painting of the carriageway in partnership with local artists (in Carlton Place and some of Bedford Place)
 - Agreed Bedford Place branding
 - Improvements to the planters (using plants purchased by the local community).

A few other initiatives are still planned for the Bedford Place area including a monthly farmers market.

OPTIONS AND CONSIDERATIONS

31. Three options were generated for the continuation of the Bedford Place area pedestrianisation. There is a previous project to install a zebra pedestrian crossing on Bedford Place just north of Henstead Road, with some works for dropped kerbs and

BRIEFING PAPER

tactile paving already completed prior to the trial pedestrianisation. In all options the zebra crossing would be installed.

32. The options needed to consider the implications of the delay to the final step of the UK Government's Lockdown Roadmap. This would have been 21st June but moved to 19th July 2021. The options were:
 - a. Reopen Bedford Place to traffic in July – after the UEFA EURO 2020 championships and in line with Lockdown Roadmap Step 4 – the road is reopened to all traffic, Carlton Place and Lower Banister Street remain pedestrianised (subject to a review at the end of 2021).
 - b. Continue the trial pedestrianisation of Bedford Place through Summer – the scheme is retained as is throughout the Summer to reflect the seasonality of demand for hospitality. Bedford Place is reopened to traffic with Carlton Place and Lower Banister Street remaining pedestrianised and reviewed.
 - c. Hybrid with Bedford Place reopened in July as per Option 1, with a commitment to investigate future alternatives to a 24 hour closure. The review would involve working with local businesses and residents to look at timed pedestrianisations either in evenings, weekends or a combination of both. The implementation of Option 3 would require legislation changes to enable the Council to enforce restrictions via a camera and consideration of safety.
33. As the Highway Authority the Council must consider the movement of traffic and the safety of pedestrians and cyclists moving through the area. No accidents have been reported, the latest accidents statistics are not yet available, however traffic flows have increased on Wilton Avenue. This could be due to the scheme with more traffic coming off Cumberland Place at Devonshire Road instead of the Bedford Place junction.
34. Whilst there is evident support from the many residents and visitors for "pedestrianisation" in Bedford Place, who have enjoyed the traffic free environment and "café culture" on-street, there are a significant number of objections from residents living in the immediate vicinity and a lack of majority support from the Bedford Place businesses. The objections raise several business, safety, accessibility and anti-social issues, that are outside the scope of this order to resolve.
35. In consultation with the Cabinet Member for Growth, it was therefore recommended that the Bedford Place ETRO is revoked, and preceding regulations thereby reinstated.
36. With limited responses on the other two experimental schemes (Carlton Place and Winchester Street) it was recommended that these two schemes would continue with the operation of these for a further period.
37. To make the necessary changes to the trial scheme and reopen Bedford Place to traffic, several activities would be required. These include:
 - Decision to withdraw the ETRO (1 day) – delegated to Head of Service/Executive Director in consultation with the Cabinet Member at a briefing (10th June 2021), and subsequent one before w/c 19th July.
 - Withdrawal of the Tables & Chairs "Pavement Licences" (2 weeks) – advance notice to the 6 venues on Bedford Place to remove benches from highway and revoke any bookings taken – e.g. last night of licence Fri/Sat before reopening – note that Beards & Boards / Retro Café, Diego's and Halliday's Tea Room will still be able to retain their licence.

BRIEFING PAPER

- Withdrawal of the ETRO for Bedford Place (2 weeks)
 - Reinstate parking including any 10 minute free period (2 weeks)
 - Develop a 20mph scheme on Bedford Place between Wilton Avenue and Cumberland Place (3 weeks)
 - Move concrete barriers to Carlton Place to comply with recommendations for Hostile Vehicle Management scheme for the streetscape.
38. Other works such as 20mph speed limit and measures and any formalisation of outdoor dining opportunities on Carlton or Bedford Place would have an approximate 3 month lead in time and require funding.
39. A recommended approach for the next stage would be to enter community co-design on potential options for the Bedford Place area. Community co-design involves workshops with local businesses, stakeholders and residents with the Council and highways partners to develop a scheme, or series of schemes, for an area. The wider Polygon area has already had Community Co-Design for an Active Travel Zone (ATZ) which identified measures on Bedford Place. This forum would be used again to develop permanent schemes for Bedford Place and to develop any final scheme for Carlton Place. Terms of reference and membership will be developed for a start in Autumn 2021. Funding could come from the Active Travel Fund allocation for Polygon ATZ and be consistent with that.
40. Prior to communication about the decision being made the Ward Councillors (Bargate and Bevois) were informed and invited to an officer briefing.

Decision and Activity Timeline

41. The timetable for decisions and actions is outlined in the table below.

Table 8 – Decision & Activity Timeline

Briefing Cabinet Member	10 th June 2021
Ward Councillors Briefed	w/c 14 th June 2021
Businesses Notified and Comms	w/c 14 th June 2021
Street Art removal	w/c 12 th July 2021
Bedford Place Reopened	w/c 19 th July 2021
Zebra Crossing Activated	July 2021
Bedford Place Working Group & Co-Design	September 2021

Summary

42. There is no clear overall view from the formal and informal consultation activities. Overall responses to the ETRO consultation were in favour of the trial pedestrianisation scheme. At a disaggregated level there were pockets of objections to the ETRO for Bedford Place from residents in neighbouring streets. The Go! Southampton led businesses survey pre scheme showed some majority support for the proposal. However, the subsequent surveys of businesses by Go! Southampton in winter 2020 were majority against the Bedford Place pedestrianisation albeit the response rate was low and was in a period of pre-Christmas uncertainty regarding restrictions.
43. The May 2021 Business Survey led by SCC, indicated that 56% of the 42 businesses who responded were against the retention of the pedestrianisation. The preference was for future timed evening only closure.

BRIEFING PAPER

44. Stakeholders gave a range of positive views to retaining the trial scheme over the Summer period, at least for the EURO 2020 Championships. The change to the Government's Lockdown Roadmap resulted in the decision to remove the Bedford Place pedestrianisation from the week commencing 19th July 2021.
45. Further adjustments have been made to enable businesses outside of the closure to continue with outdoor seating in parking bays outside their premises.
46. The trial pedestrianisation of Carlton Place and Lower Banister Street did not solicit a high number of responses to the ETRO. This scheme should continue for the rest of the year and be assessed at a future date with options to make it permanent. The Community Co-Design will develop long-term permanent schemes for Bedford Place and Carlton Place. The closure of Winchester Street is currently suspended due to the development works on Waterloo Terrace necessitating this ETRO to be suspended. A decision on that would be taken at the same time as the Carlton Place ETRO.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Resource

47. Covid-19 and connected initiatives such as the Reopening High Streets Safely Fund (RHSSF), the 'Southampton Inside Out' dining schemes and the trial pedestrianisation in the Bedford Place area, led to a 'Citywide Reopening Group' being set up to take forward these projects. The group brought together:
 - SCC officers with relevant knowledge and responsibilities, related to Green City & Infrastructure, Events, Economic Development, Urban Design, City Services, Communications and Highways.
 - Balfour Beatty Living Places as support with scheme design, the TRO administration and the comms.
 - Key directors at Go! Southampton with an expert understanding of the local business environment.

Feeding into the group was the feedback from weekly meetings with traders. The BID co-ordinated these meetings with representatives of SCC attending.

48. The Citywide Group, still in existence, holds fortnightly meetings. Whilst the initial focus was on Covid-19 and RHSSF activities, the agenda has progressively evolved to cover a wider range of projects aimed at supporting the city's recovery from the pandemic including the recent Welcome Back Fund. The group remains an action group looking more at getting things done (changes to barriers, discussions with traders, street art, lighting, comms campaigns, etc.) as opposed to one looking more at strategy.

Policy

49. The City Centre Action Plan (2015) identified the Bedford Place area as one of the urban quarters of the City Centre.
50. Connected Southampton 2040 is the long-term local transport strategy for Southampton and looks to improve the transport network in Southampton over the next 20 years. The vision is to plan for sustainable growth with a transport system that can support everyone who wants to get around Southampton and readdress the balance between vehicles and people – making it easier to get around by a variety of modes. Development of cycle and walking networks are part of this as well as sustainable servicing plans that support businesses.

BRIEFING PAPER

51. The Transforming Cities Fund programme looks to start the implementation of this approach with works to the Ring Road (Brunswick Place-Cumberland Place) to make it easier for people walking and cycling to cross, managing traffic flows and providing buses with priority.

Financial

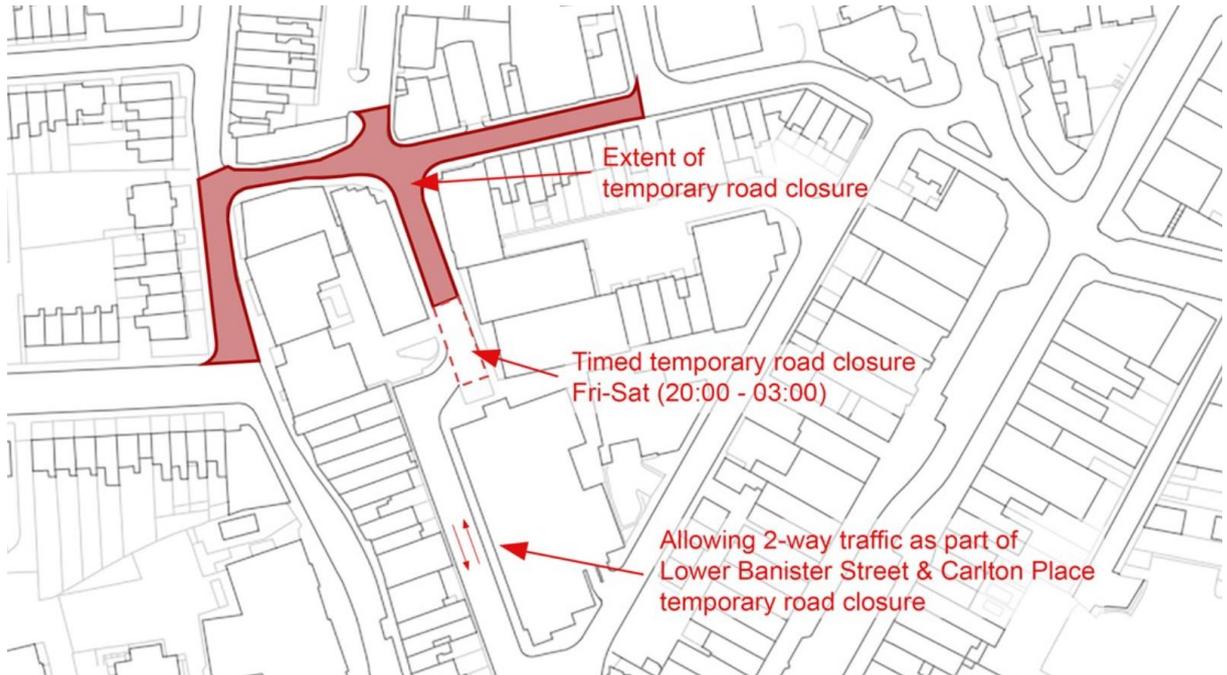
52. The Government's Reopening High Streets Safely Fund allocated £225,000 to Southampton. Most of the Bedford Place costs thus far have come from this allocation. (The RHSSF has also been used to support other works aside from Bedford Place, as well as wider safety/social distancing messaging).
53. To implement the trial pedestrianisation SCC used external funding of £70,000 for surveys, planters, barriers, ETRO, signage and staff time.
54. Go! Southampton have been supporting via the curation of street art, winter activation, promotion, and supporting surveys etc.
55. The cost of the pedestrianisation removal on Bedford Place is currently being finalised but will involve the cost of removing or altering traffic management, relocating concrete blocks and planters, and the hiring of new concrete blocks to protect outdoor dining spaces in the parking bays on Bedford Place. It may be possible to reclaim some of this funding via the Welcome Back Fund. In the meantime, a funding source for the removal has been identified from the Local Transport Plan capital budget and a budget of £20k allocated.
56. The City Council has received £150,000 from the Department for Transport's Active Travel Fund 2021/22 for Polygon Active Travel Zone (ATZ). Following consultation with residents in the Polygon area, schemes were identified including works to Bedford Place at the junction with Wilton Avenue. Part of this funding is also being allocated towards future improvements in the Bedford Place area that will be developed through co-design with businesses and residents. The cost of the zebra crossing on Henstead Road is being funded from Local Transport Plan capital budget under the Member Minor Works programme.

Legal

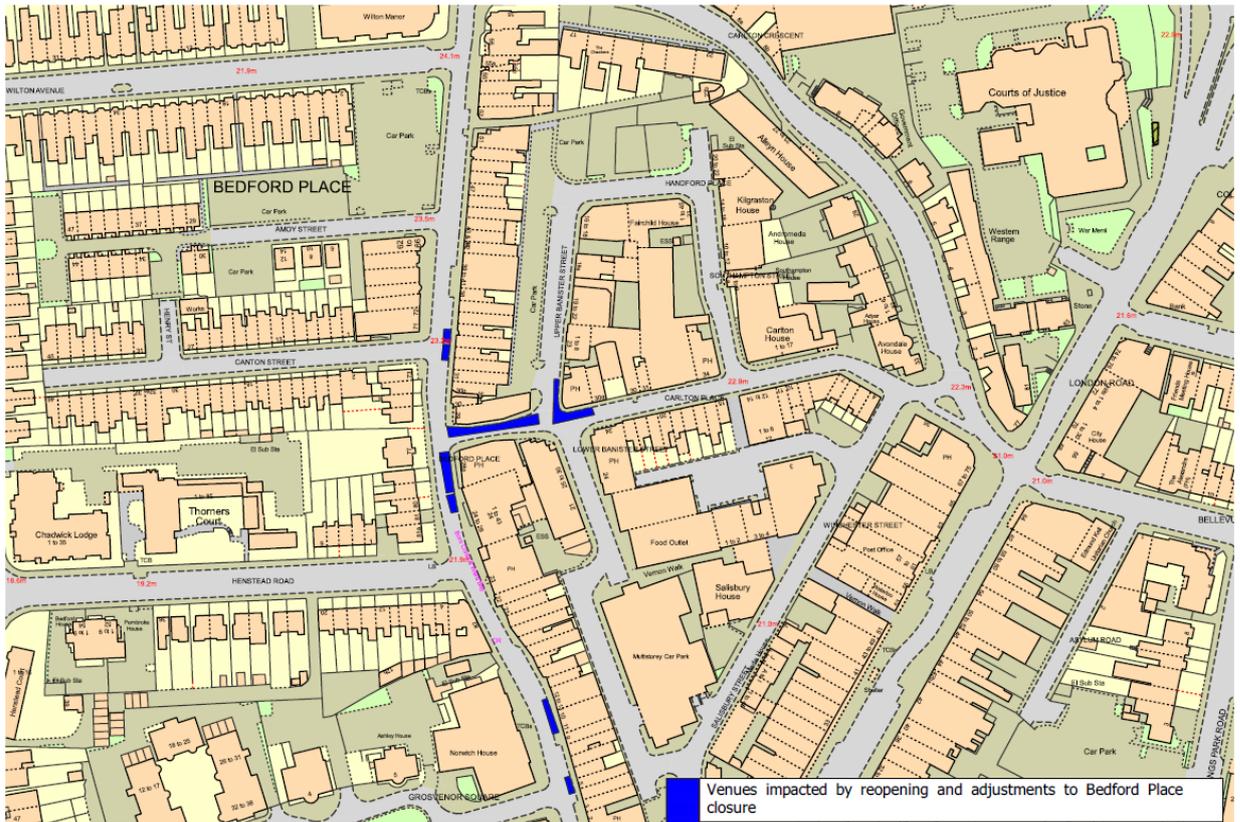
57. The legal framework enabling the trial pedestrianisation of Bedford Place is:
- Southampton City Council is the Local Highway Authority and the Traffic Authority for the City and as such has the power to restrict and regulate traffic under the Road Traffic Regulation Act 1984 for public safety and promotion of sustainable travel;
 - The Highways Act 1980 allows the Council to introduce Cycle Tracks;
 - The Council is required to exercise its functions under 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.
 - In preparing and determining the proposals set out in this report the Council is required to have regard to the provisions of Equalities legislation, the Human Rights Act 1998 and s.17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area).
 - Delegated Authority is provided to the Head of Service Green City & Infrastructure to suspend the Experimental Traffic Regulation Order for Bedford Place.

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Annex 1 – Map of Bedford Place Trial Pedestrianisation

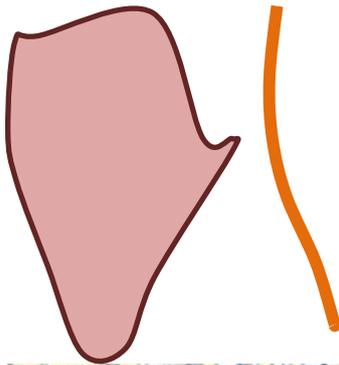


Annex 2 – Location of Tables & Chairs/Pavement Licences



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Annex 3 – Extent of Surveys and Consultation Areas



ETRO Consultation (blue) – 2,896 properties

Business Survey 1 & 2 (orange) –

Business Survey 3 (green) – 75 properties on Bedford Place

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Annex 4 – ETRO Public Notice and Letter

PUBLIC NOTICE

THE CITY OF SOUTHAMPTON (BEDFORD PLACE) EXPERIMENTAL ORDER 2020

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL made the above Order on 12th August 2020, the effects of which are:

- 1 To introduce a Pedestrian & Cycle Zone (motor vehicles prohibited) in **Bedford Place**, between its junction with Carlton Place and its junction with Henstead Road.

The Order will come into operation on 21st August 2020

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 such objection must be in writing, stating the grounds on which it is made, quoting the Order title and sent to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY or via email to Traffic.Orders.Legal@southampton.gov.uk

Copies of the Order, map and statement of reasons for proposing can be emailed or posted upon request. Further information may also be obtained from the Highways division on 023 8079 8065.

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 experimental Order is made, whichever is earliest.

Dated: 14th August 2020

Richard Ivory, Solicitor
Service Director, Legal and Governance
Southampton & Fareham Legal Services Partnership

