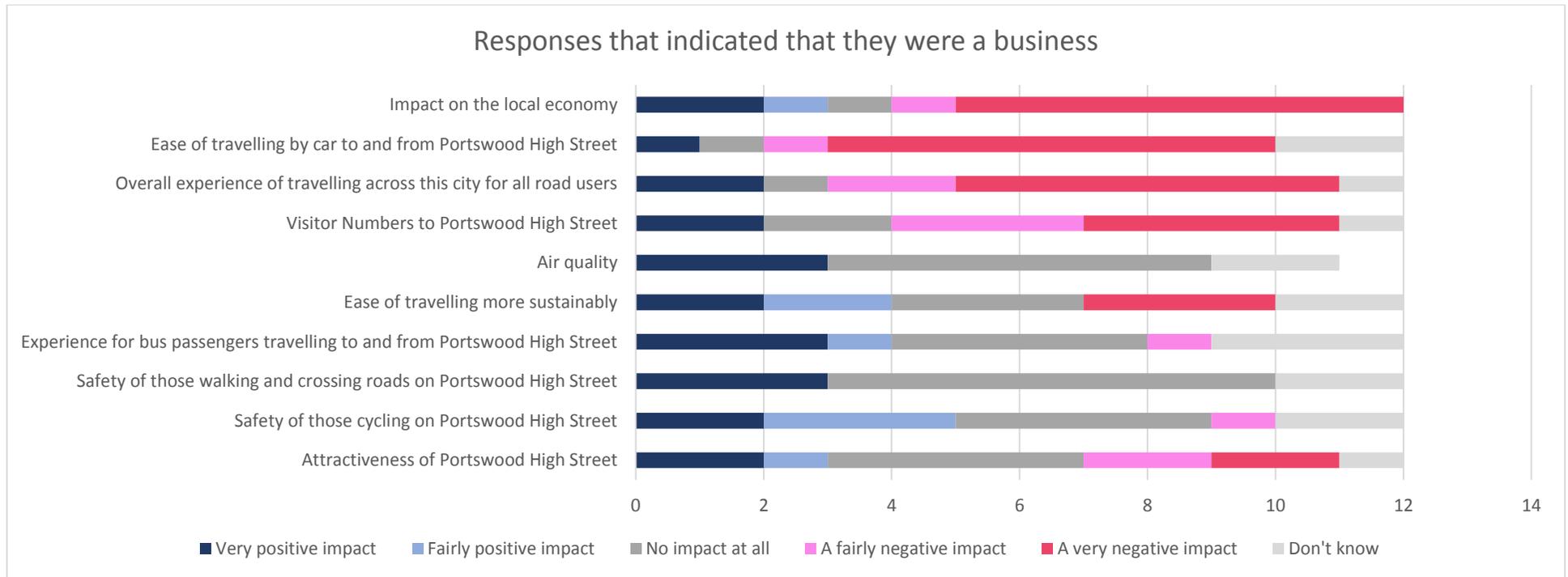


## Appendix 6 – Responses that identified as a business

Results for the 12 businesses: (results are number of responses, not percentages)



Addressing free text comments received from questions with a comment from the Integrated Transport team in response

You said	Council Response
<p>Concerns over loading – delivery time of day cannot be guaranteed, parcels will be difficult to moved from truck to store front over large distances</p>	<p>It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – including seeking people to represent the views from businesses.</p> <p>Noting that there are some concerns about the scheme, it is recommended that the scheme proposal is altered and trialled:</p> <ul style="list-style-type: none"> <li>• A reduction in the bus gate / motor vehicle restriction times to be 7am-10am and 4pm-7pm (Part time bus gate) to allow some access for people who chose to drive but to ensure some form of bus priority in the AM / PM peak hours</li> <li>• A reduction in the size of the bus gate / motor vehicle restriction to be from Westridge Road to St Denys Road spur road</li> </ul> <p>The bus gate / motor vehicle restriction may have an exemption for HGV movements south – north to allow for trucks to provide loading for Portswood Broadway from the south and exit without having to turn around / use Westridge Road to exit the Broadway area. In addition, a loading bay could be introduced on the St Denys Road spur road adjacent to the proposed Travel Hub, which would provide for loading opportunities from St Denys Road or the north.</p>

<p>Car users come to the area for the convenience of on street car parking and reduction of this will impact business</p>	<p>An Access Strategy was prepared for the consultation material which showed that car users will still be able to access existing on-street car parking spaces.</p> <p>Noting that there are some concerns about the scheme, it is recommended that the scheme proposal is altered and trialled:</p> <ul style="list-style-type: none"> <li>• A reduction in the bus gate / motor vehicle restriction times to be 7am-10am and 4pm-7pm (Part time bus gate) to allow some access for people who chose to drive but to ensure some form of bus priority in the AM / PM peak hours</li> <li>• A reduction in the size of the bus gate / motor vehicle restriction to be from Westridge Road to St Denys Road spur road</li> </ul> <p>It is proposed to introduce a co-design working group for the project to comment on design issues and solutions for Portswood Broadway with representation from various user groups – including seeking people to represent the views from businesses.</p>
<p>Spend money on Policing and security cameras</p>	<p>Hampshire Police has recently received additional funding under the Government’s Safer Streets Fund to address neighbourhood crime, violence against women and girls, and anti-social behaviour. The project will provide additional CCTVs on Portswood Broadway.</p> <p>The Council continue to work with Police in the area to address anti-social behaviour.</p>

<p>Current bus network are not good enough to be relied on for providing main access / requires a city wide improvement</p>	<p>The Portswood Broadway scheme is one part of the wider Transforming Cities Fund projects which is improving four corridors across the city, plus the city centre. The key aims are to deliver an ambitious proposal of transport investment to sustainably connect people from where they live to the City Centre, places of work, education and leisure, aiming to increase the number of people cycling, walking and using public transport, reduce congestion, improve air quality, and place Southampton at the forefront of economic competitiveness and productivity.</p> <p>Further work will be carried out on the Council's Local Transport Plan after the completion of the Transforming Cities Fund to identify gaps in the transport offering across the city region. Ongoing work on the Bus Service Improvement Plan will also see a review of the city wide bus network and what routes may be required after the improved bus priority works</p>
<p>Other schemes like these have not worked – recent Bedford Place / Carlton Place for example</p>	<p>The submission quoted recent scheme where prioritising pedestrians has not worked such as Bedford Place. Ongoing work with retailers of Bedford Place since the introduction of the scheme has indicated that local businesses are in favour of the scheme and acknowledge the benefits that the scheme has delivered for footfall and turn over for their businesses.</p> <p>However, it is proposed to introduce the scheme on a trial basis.</p> <p>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.</p> <p>It is proposed to undertake a six month trial of any measures introduced on the Broadway area that restrict motor vehicle access.</p>
<p>Concern that there will be no enforcement of the proposed restrictions</p>	<p>The Council is required to follow Department for Transport guidelines on the introduction of motor vehicle restrictions and their enforcement. This includes the Council exhausting other solutions such as engineering treatments / signage before carrying out camera enforcement.</p> <p>The scheme will be introduced on a trial basis which will include examination of the level of compliance before camera enforcement can be introduced.</p>

