DELEGATED DECISION NOTIFICATION

Directorate:	Growth & Prosperity
Decision Maker	Pete Boustred (Director of Transport and Planning)
Subject	Safer Routes to School – Highfield C of E Primary School – TRO and Notices
Register of Delegated Powers Reference Number or Cabinet Decision Number:	Officer Scheme of Delegation 12.16

Decision / Reason

Background

This project is part of the latest road safety measures identified through the Safer Routes to School programme and funded by Transforming Cities Funding. The project aims to improve road safety on the routes to Highfield CofE Primary School to encourage more active and sustainable travel.

Measures include:

- To introduce a raised table at the current zebra crossing across Highfield Lane west of its junction with Brookvale Road
- To introduce speed cushions on Highfield Lane on both east and west approaches to the zebra crossing and east of the roundabout with Church Lane
- To introduce road humps on Church Lane at both north and south approaches to Highfield Primary School
- To introduce no stopping (zig-zag) restrictions on Church Lane north and south of the buildout outside Highfield Primary School
- To introduce a footway buildout on Highfield Lane (north-east side) westwards of its junction with Brookvale Road

With the following amended and introduced to support the above, namely;

- To introduce No waiting at any time restrictions (double yellow lines) on Church Lane and Highfield Lane
- To remove a section of limited waiting restrictions on Highfield Lane
- To remove permit parking/limited waiting restrictions on Highfield Lane
- To remove permit parking restrictions on Church Lane

Note minor changes may be made to the above as part of the finalisation of the scheme design.

The measures are in line with the objectives of Connected Southampton 2040 Transport Strategy, as they promote lower vehicle speeds, improved road safety, enhanced residential amenity, and increased attractiveness of active travel modes. These measures support the strategy's aspirations for a safer and more sustainable transport network. These outcomes contribute to the strategy's goals of delivering "A System for Everyone" and "A Better Way to Travel".

Since 2022, Southampton City Council has been delivering a Safer Routes to School (SRtS) programme to improve road safety for children and their families whilst on the way to and from school.

The SRtS programme is multi-faceted and addresses a wide range of road safety issues that are typically observed at peak school travel times, have been reported to SCC, or identified as barriers to active travel through perception surveys.

Southampton City Council's SRtS programme works to:

- Identify road safety issues through the school travel planning process, perception surveys, and use of road safety data.
- Encourage and enable active travel through the school travel planning process and behaviour change initiatives.
- Upskill children and their families to make more active journeys through Bikeability Cycle Training, scooter skills, and other practical training.
- Develop pipeline SRtS schemes for funding applications to Active Travel England.
- Activate new infrastructure delivered near to school sites.
- Support Parking Service's enforcement activities near to schools
- Join up efforts by other departments to address road safety issues during peak school travel hours.

Through infrastructure delivery, enforcement, promotion of active travel, training, and school travel planning measures, the Safer Routes to School programme aims to:

- Increase the modal share of active travel
- Improve perceived and actual road safety
- Reduce car usage
- Increase physical activity levels
- Improve the built environment near to schools.

Consultation and Design

The proposed work is based on feedback from the local community and Highfield CoE Primary School. The Council met with the school again post-trial, in early 2026 to discuss and agree measures around the school to improve access by walking, and wheeling. This was in line with feedback we had received from the community through various engagement and consultation with residents on the trialled Portswood Broadway bus gate and Active Travel Zone. A key part of feedback was drivers contravening the existing zebra crossing on Highfield Lane and on street parking making pedestrian crossing of Highfield Lane and Church Lane more difficult. The below measures have now been through design to undertake further public consultation via a Traffic Regulation Order.

Department for Transport guidance is that speed cushions are an effective traffic-calming measure, lowering speeds and accident risk. They can achieve lower speeds in line with the speed limit, while having a smaller impact on public transport and emergency services than other measures. Results vary by location depending in part on their design, positioning, and dimensions. Full width humps are generally more effective at achieving lower speeds which is part of the design consideration we currently working on. While the primary effectiveness of this type of traffic calming is slowing traffic speeds, a known secondary effect is a reduction in local traffic volume. Since this form of traffic calming was installed on Hill Lane a post scheme review shows that compliance with the speed limit is at 82%.

The proposed design has been developed in accordance with applicable Department for Transport design guidance. An independent Road Safety Audit will be carried out before implementation and subsequently after delivery of the scheme.

Decision

To approve the advertising of a TRO and relevant public notices required as part of the scheme design. For the avoidance of doubt refer to the drawing below.

Any objections to the proposals will be determined in accordance with the Council's Traffic Order procedure. If no objections are received, the Order can be sealed and the relevant notices implemented as appropriate.

This approval to advertise will remain valid for 1 year. If the proposals are not advertised within this period, then a new approval will be required.

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 • To encourage active and sustainable travel options to school.
Declared Officer / Member Interests	None

Details of consultation undertaken (other reasons / organisations consulted		Yes	No	Date
	Executive Member	☒	☐	22.09.2026
	Ward Councillors	☒	☐	06.10.2026
	Chief Officer affected	☒	☐	29.10.2026
	Others (specify)	☐		

Contact Person	[redacted]	Contact No	[redacted]
Authorised Signatory		Date	02/11/2026

Commencement for call-in	
Last date for call-in	
Implementation Date	