DELEGATED DECISION NOTIFICATION

Directorate:	Growth & Prosperity
Decision Maker	Pete Boustred (Director of Transport and Planning)
Subject	Highfield Active Travel Zone – TRO and associated Notices
Register of Delegated Powers Reference Number or Cabinet Decision Number:	Officer Scheme of Delegation 12.16

Decision / Reason

Background

Following the public engagment held between February and March 2026, SCC would like to progress the design of traffic calming measures on Brookvale Road and within the surrounding area.

Measures propose the following:

- Seed cushions and road humps on Brookvale Road.
- Road humps in Abbots Way and Russel Place.
- Removal of the priority give-way system on Brookvale Road and associated traffic calming measures.
- Introduction of a raised table road hump at the junction of Brookvale Road and Abbotts Way.
- Associated amendment and introduction of parking and no waiting at any time restrictions where affected by traffic calming measures.
- To formalise the suspended permit parking and limited waiting bays on Brookvale Road as a result of the ETRO.
- To introduce no waiting at any time restrictions on Brookvale Road (including in place of existing permit parking/limited waiting restrictions)

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".

Consultation and Design

An engagement survey was carried out in February 2026 regarding the level of support for different types of traffic calming measures including modal filters, build-outs, speed cushion and raised tables at junctions. The survey was open for anyone to respond however those residents whose roads share junctions with Brookvale Road were sent a letter. This enabled them to enter a code allowing our analysis to consider what all responders said as well as those in the local catchment and those on Brookvale Road.

We received 537 responses. 324 out of the 1,609 properties written to responded, a response rate of 20%.

- 25% of respondents supported a modal filter on Brookvale Road (and Russel Place).

26% of residents from within the letter drop area and 69% of residents on Brookvale Road supported the modal filter.

- 59% of people supported introducing a measure on Brookvale Road. The most popular measure being speed cushions and raised tables at junctions.
- 51% of people on Abbotts Way and 47% on Russell Place supported traffic calming measures. The most supported were for Speed cushions and Raised table at junctions.
- 46% of people wanted to see traffic calming measures on Winn Road or Westwood Road.

Following the output on this engagement the below measures have now been through design to undertake further public consultation via a Traffic Regulation Order. An alternate solution of banned turns has been submitted to the council. This has also been discussed in follow up meetings since the deputation but does not form part of these proposed works now being consulted on.

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.

Any objections to the proposals will be determined in accordance with the Council's Traffic Order procedure. If no objections are received, the Order and associated Notices can be 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	