

**Subject:** Safer Routes to School Scheme, South Portslade  
**Date of Meeting:** 29 November 2011  
**Report of:** Strategic Director, Place  
**Contact Officer:** Name: Matt Thompson Tel: 29-2357  
E-mail: matthew.thompson@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** All South Portslade

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Brighton & Hove City Council has a statutory duty to reduce the number of people killed and seriously injured on its roads under the Road Traffic Act 1988. The Council's Local Transport Plan also prioritises road safety and casualty reduction within the Safer Routes to Schools Programme.
- 1.2 St Mary's RC Primary School, St Peter's Community Infant and Nursery School, Portslade Infant School, Benfield School and St Nicolas C of E Voluntary Aided Junior School have been selected within the Safer Routes to School Scheme as a priority due to the number of collisions in the area involving pedestrians and cyclists during school journey times over the past three years. The purpose of this report is to seek permission to proceed with the proposed Safer Routes to School Scheme measures, which focus on improving road safety for children, parents and carers travelling to and from nursery or school.

**2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member for Transport & the Public Realm approves the preferred scheme outlined in Appendix 2 together with the advertising of a Traffic Order under the Road Traffic Regulation Act 1984 in respect of elements in the preferred scheme.
- 2.2 That the Cabinet Member for Transport & the Public Realm authorises the implementation of the scheme subject to the satisfactory resolution of any objections received following the advertisement of the Traffic Orders.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 Safer Routes to School is an initiative that aims to improve routes to school making it safer for children and their parents and carers to walk, cycle or use public transport, thus providing increased travel choice for the journey to and from school. The initiative forms a key component of Brighton & Hove City Council's Local Transport Plan 2011/12 – 2014/15.

- 3.2 Based on collision data the area was identified by officers as appropriate for a Safer Routes to School Scheme. During the three year period 1<sup>st</sup> January 2007 to 31<sup>st</sup> December 2009 there were 28 collisions involving a pedestrian or a cyclist and another vehicle during school journey times. This resulted in 30 casualties, 17 of whom were pedestrians and 13 of whom were cyclists. In total, 11 children sustained slight injuries.
- 3.3 The consultation took place between 5<sup>th</sup> and 23 September and this report outlines the preferred scheme following consultation (see Appendix 2) and makes recommendations for measures to be implemented.
- 3.4 The scheme will benefit five schools (St Mary's RC Primary School, St Peter's Community Infant and Nursery School, Portslade Infant School, Benfield School and St Nicolas C of E VA Junior School) which between them cater for 1151 children. These improvements will also benefit the wider community of South Portslade.
- 3.5 The headline results of the public consultation are as follows:
- Speed limit reduction to 20mph on Trafalgar Road and Church Road; School warning sign on St Peter's Road Carriageway; Repainting of Victoria Road zebra crossing. 71% of responses were in favour.
  - Shelldale road/ Trafalgar Road junction roundabout realignment and refuge expansion. 81% of responses were in favour.
  - Trafalgar Road/ Victoria Road junction changes to the Northern Trafalgar arm and refuge expansion. 80% of responses were in favour.
  - Carlton Terrace build out reduction and pedestrian refuge installation. 83% of responses were in favour.
  - Hangleton link northbound slipway at A270 carriageway hatching. 80% of responses were in favour.
  - Church Road/ North St Corner realignment and curb raising. 81% of responses were in favour.
- 3.6 The proposed scheme will complement the work that continues with the schools in the development and monitoring of their School Travel Plans. A School Travel Plan aims to encourage the use of sustainable transport on the school journey and to improve safety. The Safer Routes to School Scheme funding will enable practical engineering measures to be put in place that make those sustainable journeys easier and safer.

#### **Links to other Council measures**

- 3.7 The Council provided Child Pedestrian Training for year one pupils at St Peter's Community Infant, St Mary's RC Primary and Portslade Infants in Autumn 2010. Year three pupils at St Nicolas Junior received Child

Pedestrian Training in Autumn 2009. Further pedestrian training took place at Portslade Infants in Autumn 2011. Training is undertaken within the local area of the schools ensuring pupils will benefit from the additional safety engineering measures.

The Council has also provided cycle training as follows:

- Year six pupils at St Mary's RC Primary have received cycle training every year since 2008.
- Years three, four and six pupils at St Nicolas Junior have received cycle training since 2009.
- Benfield Junior school pupils in year six have received cycle training since 2008.

St Peter's Community Infants have also received Scooter training for Year two in the Summer term of 2011.

St Mary's RC Primary, Portslade Infants and St Nicolas Junior schools have School Crossing Patrol Officers.

- 3.8 In September 2010 Benfield Junior School opened a two form reception entry year and has changed from a junior to an all through primary school. The measures outlined in the Safer Routes to School Scheme will be beneficial to the expanded school and increased pupil numbers. A separate scheme is examining the possibility of installing a light controlled crossing on the Old Shoreham Road at the bottom of Benfield Way.
- 3.9 These proposals would complement the proposed 20mph speed limit area for North Portslade for which permission to consult was granted at the CMM on 4 October 2011.
- 3.10 The proposal to reduce the speed limit from 40 to 30mph on the Old Shoreham Road between Carlton Terrace and Southern Cross was also given permission to consult at the October CMM.

## **4. CONSULTATION**

### **Schools consultation**

- 4.1 In March 2011 the Council undertook a survey with Pupils, parents, carers and staff at St Mary's RC Primary School, St Peter's Community Infant School, Portslade Infant School, Benfield School and St Nicolas Junior School. The survey was commissioned to gain an understanding of the transport needs of the schools and concerns people had regarding road safety. The main findings of the survey can be seen in Appendix 1.

#### *Summary of consultation with schools*

- 4.2 The majority of children would like to be able to walk or cycle to school.
- 4.3 Southdown Avenue and the crossing near its junction with Victoria Road is seen as dangerous.
- 4.4 Parking and speed on Locks Hill, particularly around both school entrances is a cause for great anxiety and concern.
- 4.5 Traffic and speed, together with narrow pavements are a concern on Trafalgar Road and Church Road for the two schools nearby.

- 4.6 The Church street and North street junction is a concern because vehicles mount the pavement while turning.
- 4.7 Side streets are used as rat runs around St Peter's road, and parking in these streets makes people nervous about crossing due to poor visibility from the pavements.

*Summary of Public consultation*

- 4.8 The public consultation took place between 5<sup>th</sup> and 23 September 2011.
- 4.9 Ward Councillors for South Portslade visited the five sites with Council officers on the 26 June 2011 prior to the public consultation, and welcomed the five main measures. At the time, the Speed limit reduction on Trafalgar Road/ Church Road was not part of the scheme, so this was not discussed with ward members.
- 4.10 In August, the decision was taken to add the 20mph speed limit to Trafalgar Road/ Church Road to the scheme. Ward members were advised of these additions and asked if they would like to attend consultation events. Both expressed concerns that speed limit reductions were needed elsewhere in the vicinity, on both the A270 and Locks Hill. There were also concerns about how enforceable the 20mph limit would be. Ward members were advised that the issues raised would be tackled by separate schemes in the area which would be considered by Cabinet in October.
- 4.11 Postcards were delivered to 2536 addresses in the area on 5 September inviting people to attend exhibitions to view plans of the proposed layouts. Survey forms were available at exhibitions and events for people to give feedback and an on-line survey was also available on the Council website.
- 4.12 A large map was available showing the location of five areas where changes are proposed and plans were also given showing more detailed layouts.
- 4.13 People were asked to look at plans for suggested improvements and to then give their preferred options for improvements. Each question also gave a space for comments. These are listed in Appendix 2.
- 4.14 58 people responded (2 from outside the mailed area), giving a response rate of 2%. 19 replies came from the exhibitions and events and 39 came from the on-line survey.
- 4.15 Sussex Police Roads Policing Unit (RPU) advise they support the introduction of 20mph limits on important distributor roads only where the limit is self enforcing as indicated by mean speed criteria. While a snapshot survey of a 45 minute period indicated a mean speed of only 24mph, the RPU are concerned that non-compliance would be higher at quieter periods of the day. It has been agreed that permanent VAS (Vehicle Activated Signs) will be installed on Church and Trafalgar Roads, and that a full

review of mean speeds will be made after 6 months to assess the need for additional engineering measures.

There were no objections from the RPU to the other measures in the scheme.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 Capital: A budget of £60,000 has been set aside within the Local Transport Plan for 2011-12 for the Safer Routes to Schools schemes. This funding will cover the implementation costs of all five main recommended measures, the speed limit change and other minor works.

*Finance Officer consulted: Karen Brookshaw Date: 24/10/11*

### Legal Implications:

- 5.2 The Council has a statutory duty under section 39 of the Road Traffic Act 1988 to carry out studies into accidents arising out of the use of vehicles on roads for which it is the highway authority and to take such measures as appear to it to be appropriate to prevent accidents.

- 5.3 Before implementation, all relevant procedural requirements must be dealt with. It will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any unwithdrawn objections to be considered at CMM before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

*Lawyer consulted: Carl Hearsum Date: 25/10/11*

### Equalities Implications:

- 5.4 There will not be an Equalities Impact Assessment as these proposals do not include a change to existing policy. However, the DDA will be consulted on the proposals to ensure that the highway measures are appropriate for people with physical difficulties.

### Sustainability Implications:

- 5.5 Sustainable Consumption and Production: It is proposed that materials be reused where possible.
- 5.6 Climate Change and Energy: The Safer Routes to School initiative seeks to increase use of sustainable modes of travel to and from school by increasing safety on the routes.
- 5.7 Sustainable Communities: The initiative includes engagement with communities to encourage sustainable travel.

Crime & Disorder Implications:

- 5.8 There are no implications for the prevention of crime and disorder at this stage. However, Sussex Police will be consulted as part of the public consultation process.

Risk & Opportunity Management Implications:

- 5.9 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs will be implemented.

Corporate / Citywide Implications:

- 5.10 The proposals will assist in the achievement of the Council priorities by protecting the environment through the encouragement of sustainable modes of travel to and from school. The proposals will reuse any appropriate materials to realise a better use of money. The Safer Routes to School Scheme reduces inequality by increasing access to safer, sustainable routes through the city.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 These measures have been identified through consultation with parents, carers, staff and children from the schools as well as local ward Councillors and road safety officers and as such represent the best means of addressing the problems identified.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To enable Officers to proceed with the implementation of the scheme.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix 1: Initial Schools Consultation report
2. Appendix 2: Full consultation report
3. Appendices 3.1(overview); 3.2 A – E: (Individual site maps).

### **Documents in Members' Rooms**

1. Initial Schools Consultation Report
2. Full public Consultation report

### **Background Documents**

1. Local Transport Plan 2011/12 – 2014/15

