

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 16th November 2023

Subject: Local Transport Plan (LTP) Safer Routes to School 2023-24

Report by: Kerri Farnsworth, Interim Director Regeneration

Report Author: Stanley Palmer, Road Safety Officer

Wards affected: Baffins, Charles Dickens, Copnor, Cosham, Drayton & Farlington, Fratton, Nelson, Paulsgrove

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the locations proposed for safer routes to school measures as part of the Safer Improvements LTP 2023/24 programme.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Approves the spend from the Local Transport Plan 4 - Safer Routes to School budget to be spent at the following locations:**

- **Burrfields Road**
- **Multiple locations - School Zigzag and Lining Updates**
- **Allaway Avenue**
- **Additional Sites of Interest**

3. Background

- 3.1 Creating a safer transport network around school sites in the city will support those who choose to travel actively to school, contributing to a key strategic objective of LTP4. The work that this budget seeks to fund will identify and remedy safety issues on the road network around schools, as per the statutory obligations laid under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians.

3.3 The Portsmouth City Council Safer Routes to School programme has the following objectives:

- To promote safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling through engineered changes to the main walking and cycling routes to schools.
- To reduce the risk of casualties from accidents occurring on routes to schools.
- To support and contribute to the objectives outlined in LTP4.

4. Site Selection

Burfields Road - Admiral Lord Nelson School

4.1 Burfields Road is a 30mph road located within a commercial and industrial area, linking residential areas to the west with Admiral Lord Nelson School. The route has a shared use path on the southern side and an advisory cycle path on the northern side.



4.2 There is a pattern of behaviour within the accidents along the section pictured above which indicates drivers moving between the carriageway and side roads or access roads fail to look before initiating their turning movement and subsequently cut across cyclists using the shared use path. This pattern is particularly prevalent at the junctions with Claybank Road and Kiln Road.

4.3 The location intersects with proposed LCWIP cycle route 301, which takes cyclists across Burfields Road and south down Moneyfield Avenue. This will

create a safer route for cyclists heading south; this budget seeks to improve safety for cyclists heading to and from the school (and surrounding commercial area) from the west.

- 4.4 Proposed measures could include coloured surfacing across junctions to heighten awareness of pedestrians and cyclists using the space, and additional signage at vehicle crossover points. Give way markings at junctions could be set back, to give cyclists and pedestrians using the facility priority over emerging vehicles.

School Keep Clear and Lining Updates - Multiple Locations

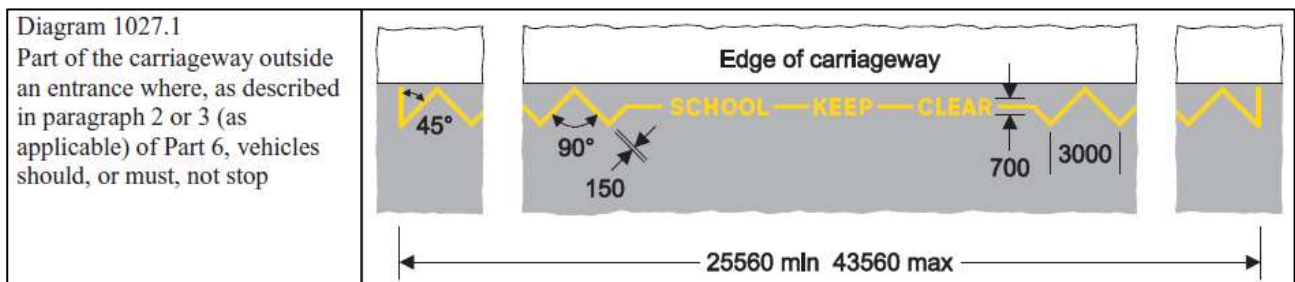
- 4.5 The 2021 school keep clear markings review highlighted several sites with where zig zags required additional works to ensure correct enforcement (figure 1). Enforcement is dependent on markings in line with Traffic Signs Regulations and General Directions (TSRGD) (figure 2) and the Traffic Regulation Order (TRO) accurately reflecting those boundaries. The zig zag lines are put in place to keep the immediate area around the school clear of traffic. This gives pedestrians a clear view of the oncoming vehicles and means children can be seen by motorists. Drivers obstructing this area increase the risk of casualty for vulnerable road users in the immediate vicinity.

Figure 1 - 2021 review

Review table 3: Road markings and TRO not compliant: unenforceable (6 locations)

Location	No. sets of markings	Unenforceable (X)	TRO amendment made (X)	Marking then TRO amendment required (X)	Too long (L) Unequal zig zags (Z)	Marking length, original comments
Battenburg Ave (Cliffdale)	1	X		X	L (44.5m)	88m
Copnor Rd	1		X	X	L (4.5m)	48m (TRO 49m)
Eveleigh Rd	2	X	X	X	L (4.5m, 7.5m)	48m, 51m (SYL deleted; DYL added to TRO)
George St (o/s cemetery)	1	X		X	L (16.5m)	60m
Medina Rd (outside school)	1	X		X	L (16.5m)	60m
Medina Rd (opp. school)	1	X		X	L (16.5m)	60m

Figure 2 - Traffic Signs and General Directions enforcement markings



- 4.6 Schools that would benefit from these works are:
- Cliffdale Primary Academy

- Copnor Primary School
- Solent Infant School
- Penbridge Junior School
- Medina Primary School

4.7 Additional schools have requested new or amended School Keep Clear markings including:

- Ark Ayrton - New zig zag on Somers Road at the main entrance and lengthened pedestrian barrier on Raglan Street due to change of entrance layout.



- Mary Rose Academy - Painted bus stand on Penhale Rd to accommodate Home to School Transport (provided under sections 508A and 508B of the Education Act 1996).



- The Flying Bull Academy - New Zigzags on side entrance on Malins Road opposite Stirling Street.

4.8 Potential measures include adjusting the lengths of noncompliant zig zags and issuing new TROs, adding sections of pedestrian guardrail, painting new zig zags at secondary entrances, including bus stand markings at the boundary of a shortened zig zag.

Allaway Avenue (The Victory Primary School)

- 4.9 Allaway Avenue has two schools along its length, both within an existing 20mph zone with traffic calming measures such as speed cushions, raised tables and buildouts. The only gap in traffic calming is located opposite Victory Primary School and is 120m from a raised table zebra crossing and 120m from speed cushions.
- 4.10 Outside Victory Primary School the zebra crossing is the only non-raised table crossing, has known visibility issues due to road curvature and cars parked on the verge during pickup and drop off time. The zebra crossing links multiple shared use pathways with potential to further facilitate active modes of travel.
- 4.11 Potential measures include upgrading the existing zebra crossing to a raised zebra, to match the other zebra crossings along the road, tightening the radius of the corner of Falmouth Road and extending the bollards to connect to the existing sections to increase visibility on the verge.

Additional Sites of interest

- 4.12 Moorings Way Infant School could benefit from multiple improvements to road markings and pedestrian crossings and should be considered for any remaining funds once all other sites outlined in this report have been addressed.

5. Integrated impact assessment

- 5.1 A full Integrated Impact Assessment accompanies this report.

6. Legal implications

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives: (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received

to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

- 6.4 Any works carried out should comply with the appropriate statutory guidance and legislation.

7. Director of Finance's comments

- 7.1 The cost of the works will be funded from the Safer Routes to School Improvements 2023/24 budget. This sits in the approved Local Transport Plan 4 capital scheme, within the Transport capital programme approved by Full Council in February 2023.

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Signed by:

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by: