



Highfield Residents' Association
20mph Community Request Southampton City Council

Highfield Residents' Association welcomes the opportunity to submit a community request to the SCC 20mph road limit proposals. HRA believes that there is a need for a strategic scheme across the Highfield area as a whole. The HRA proposal would provide for 20mph limits on key through / cross over roads, between the major trunk roads A33, The Avenue and A 35, Burgess Road and Portswood High Street, which form the outer Highfield boundary as shown on the attached map. This would make Highfield, as a whole, a safer, cleaner, calmer and generally more pleasant place.

The 20mph community nomination process was introduced to HRA by a Ward Councillor, Gordon Cooper, at the November Committee Meeting. We immediately set out to promote interest and engagement in the scheme through HRA social media channels. Since then HRA has heard from members who have personal examples of vehicles travelling too fast on residential roads, putting pedestrians and cyclists at risk, and asking HRA for roads to be included in the scheme.

We have not received any correspondence expressing negative comments about the introduction of 20mph limits.

Highfield is a distinct and mainly residential suburb situated to the north of the city centre of Southampton. It is bound by three major A roads which carry heavy volumes of traffic: the A33 (The Avenue) which is the main north south road into the city and the docks from the end of the M3, the A35 (Burgess Road) running west/east as its northern boundary and Portswood High Street as the commercial eastern boundary. Westwood Road, running to the south of Highfield makes up the fourth boundary.

Within Highfield, the University of Southampton has two large campuses, there are two primary schools, a private prep school and several nursery schools. Westwood Road and

the parallel Winn Road are wide residential streets, the dwellings being largely replacement blocks of flats which now include a number of Care homes. The busy Uni-Link bus Interchange at the university campus serves many bus routes through and across Highfield and currently an E-scooter hire scheme is also active. Although the A33 does now provide designated cycling lanes there are no other safe cycling routes within or across Highfield, except on University Road and Lovers Lane path.

A further significant local consideration is the high number of pedestrians, many of whom are elderly, and over 22,600 students. Walking is a common and frequent activity for all age groups within Highfield which is in close proximity to the Common. Local shops, supermarkets and hospitality venues are convenient and contained within the boundary. All of these factors demonstrate a need for the lowering of speed limits on key through roads, between trunk roads, as many drivers take advantage of short cuts through residential streets.

Having publicly informed residents about the 20mph scheme, used local knowledge, especially pedestrian and cycling experiences, consulted widely and received feedback, Highfield Residents' Association is proposing the following 20mph scheme across Highfield. This scheme is supported by all three Ward Councillors (Councillor Cooper, Councillor Mitchell and Councillor Savage).

- It is a strategic scheme which considers Highfield as a whole
- The cut-through residential and university roads, between the trunk roads (A33, A35 and Portswood High Street) from east-west, north-south, would become designated 20mph as shown on the map
- By the time traffic reaches smaller residential spur and no-through roads, it would have already been calmed, minimising the number of roads needing to be included in the overall scheme and providing maximum benefit for the whole of Highfield given finite SCC resources

- There is an opportunity to make high-volume cut-through roads safer for cyclists without the need for additional designated cycle lanes if vehicle speeds were reduced to 20mph
- Schools and the university would be safer within 20mph limits
- The roads nominated to become 20mph already have traffic slowing measures so the Highfield scheme would be cost effective, requiring 20mph signs only, as there would be minimal need for additional calming measures (see Appendix data chart)

The nominated roads are:

Highfield Avenue / Highfield Lane

University Road

Church Lane

Welbeck Avenue

Shaftesbury Avenue

Brookvale Road

Winn Road

Westwood Road

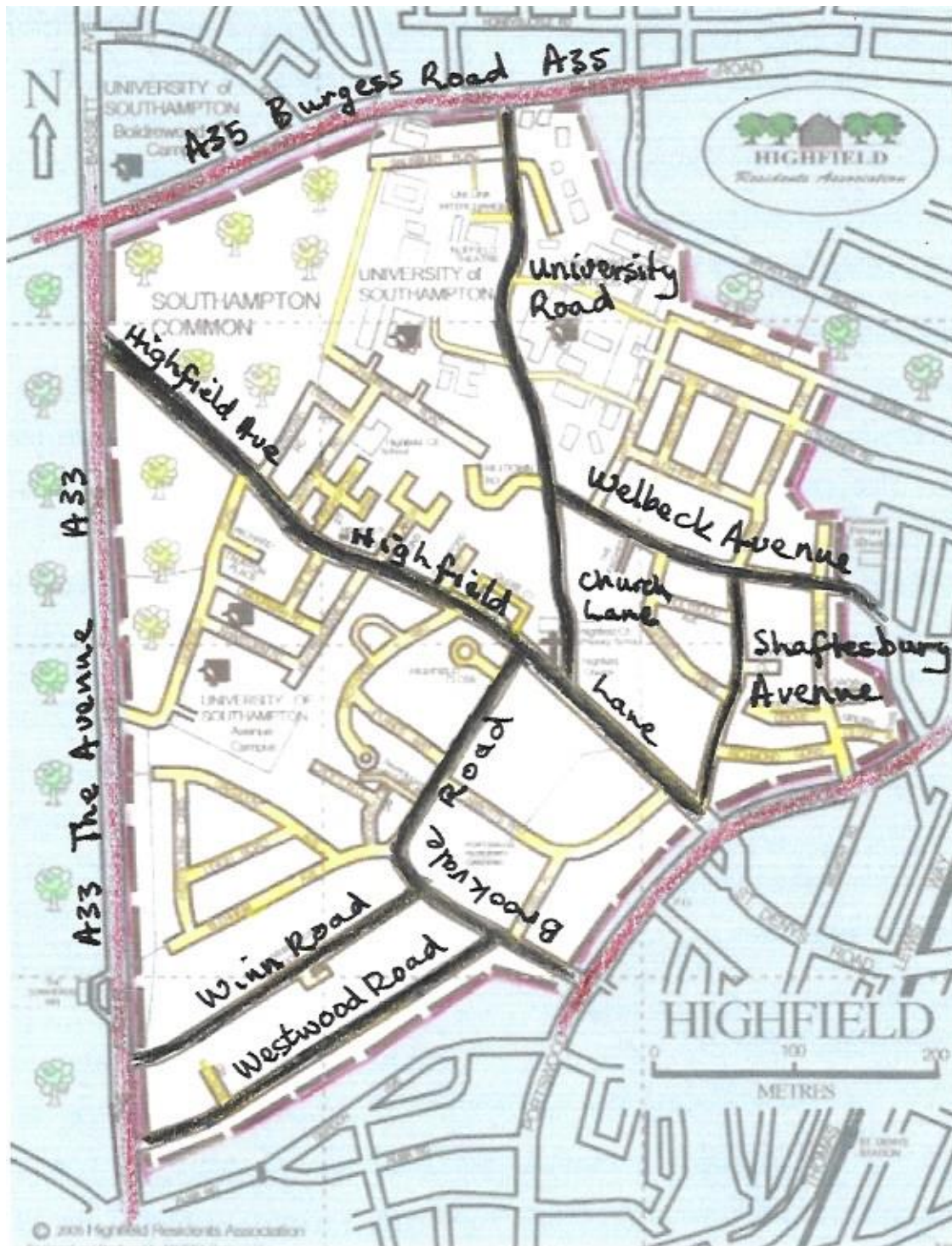


Westwood Road sign

Barbara Claridge

HRA HonSec

Highfield Strategic Scheme Map – nominated 20mph roads identified



The HRA proposal would provide for 20mph limits on key through / cross over roads, between major trunk roads (A33 and A 35) and Portswood High Street which form the outer Highfield boundary as shown on the map above.


Appendix Supporting Data

Road Traffic Statistics Department of Transport (2019)

Major Roads Vehicle Numbers affecting Highfield	Between		Motor vehicles per day
A33 The Avenue	A35	City Centre	47,802
A35 Burgess Road	A33	Thomas Lewis Way (A335)	14,849
A3035 Highfield Avenue / Highfield Lane	A33	Thomas Lewis Way (A335)	8,465

Source: <https://roadtraffic.dft.gov.uk/local-authorities/137>

Existing traffic calming measures on roads nominated by HRA for 20mph

Existing 	Zebra crossing	Pelican crossing	Island refuges	Mini round abouts	Pinch points	On-road parking	Bus route	Road hump Raised table	Extra info
Highfield Avenue/ Highfield Lane (A3035)	1	2	7	1	2	some	yes	0	Infant school Highfield church centre
University Road	0	3	0	0	0	some	yes	5/6	20 zone past Uni buildings
Church Lane	0	0	1	1	2 chicanes	none	no	2	Infant school
Welbeck Avenue	0	0	1	0	1	both sides	yes	2	Primary school end of road, playground
Shaftesbury Avenue	0	0	0	0	0	some	yes	0	Care homes
Brookvale Road	0	0	2	1	6	both sides	part	0	Nursery school
Winn Road	0	0	1	0	0	both sides	yes	0	Care homes Nursery and Prep school
Westwood Road	0	0	1	0	0	both sides	no	0	Care homes Nursery school

Source: HRA Secretary's Road Survey

Support from Ward Councillors:

Councillor John Savage (email):

This is to confirm my support for the HRA application for the implementation of 20mph across Highfield. I have already expressed my support for local schemes on Wellbeck Rd, Grosvenor Rd, Brookvale Rd and Abbots way.

Speeding down Highfield Lane is also well acknowledged, and I believe current arrangements and road infrastructure require improvement.

The whole area is subject to rat running (which is particularly dangerous near schools and road junctions) and restrictions combined with physical infrastructure designs should be introduced to aid compliance.

Regards

John

Regards

Cllr John Savage

Councillor Lisa Mitchell (email):

Hi Barbara,

I am happy to support this proposal for 20MPH in Highfield.

The roads highlighted here have long been subject to rat running and speeding, the roads are wide enough to encourage this type of behaviour whilst at the same time being residential in nature.

The combination of those two things mean that residents are often put in direct conflict with speeding traffic and find it unsafe to cross major roads in the area. There are also a number of schools nearby the proposed roads and many families living in this area that a 20MPH zone would be well suited here.

All the best,

Lisa

Councillor Cooper attended the HRA Committee Meeting on 14 December

Extract from the Minutes

Item 6.

Southampton City Council 20 mph Community Proposal Scheme

Following discussion, the committee agreed to adopt and submit the HRA 20mph Strategic Scheme for the whole of Highfield. Councillor Cooper expressed his support and praised the scope of the scheme.

Representations from HRA members*

**identities have been removed for data protection protocols*

- I would very much like to take this opportunity to support the move to impose a 20mph limit along Church Lane.

My house overlooks the mini roundabout with my side entrance going straight onto Church Lane. I always have to take great care when manoeuvring my car in or out because far too many drivers show little or no regard for other road users (or pedestrians) as they approach this junction at high speeds from all three directions. This results in drivers blasting their horns at each other because they are ALL going much too fast, and not obeying the rules at a roundabout.

Many drivers fail to show consideration for children in the vicinity of the infants school as they speed either into or out of Church Lane, often with their tyres squealing as they take the corner too fast.

What is also of great concern, is the vehicles approaching the two pinches along Church Lane: One being near the entrance into the narrow lane historically known as Church Path which cuts across the valley onto Highfield Crescent. The other pinch is at the Welbeck Avenue junction. Local residents who are familiar with this, realise it is a blind spot and therefore take it at a greatly reduced speed. At this point, it's not uncommon to meet an oncoming vehicle speeding around the blind bend. There have been quite a few incidents (both minor & major) where vehicles have actually collided here. . . all because of their high speed.

I therefore support my fellow Church Lane residents in their application to plant 20 mph signs accordingly and to also affect Highfield Lane.

Thank you for your attention.

(AF-G)

- There is a traffic island at the eastern end of Westwood Road before the junction with Brookvale Road. A cyclist on Westwood Road reported that she has twice been overtaken here by cars travelling on the wrong side of the traffic island in a hurry

(BC)

- In 2019, a HRA Committee Member launched a local survey through our Newsletter, petitioning against traffic speeds on Highfield Lane (A3035). Parents with young school children, often pushing babies in buggies were intimidated about using the zebra crossing to access the school footpath by Highfield Church. Despite the zebra crossing and a number of other traffic calming measures (pelican crossings, mini-roundabouts, island refuges) the traffic on Highfield Lane travels in a way that makes it uncomfortable for pedestrians and cyclists. Highfield Lane is a trunk road cutting between the A35 Highfield boundary road and the main Portwood High Street (and beyond to the A335 and then the bridge over the river to Bitterne).

(SO)

- There are well-known 'rat-runs' used by vehicles short-cutting between the A-roads on the boundaries through high density residential areas.

On 27th April 2021 between 7 and 8pm there was a serious collision between two cars at the top end of Church Lane just below the buildout section. The two buildouts at each end of the road were installed after much lobbying from residents about frequent speeding on Church Lane at that time. They do slow some traffic when oncoming vehicles are visible and a collision would be inevitable, but visibility particularly from the Welbeck Avenue end is poor as it is obstructed by the bend in the road, and if vehicles coming from the Highfield Lane end are exceeding the speed limit emergency braking is frequently required. This is clearly what happened on 27th April. The BMW coming up the hill was evidently travelling at high speed as it left long tyre marks which show it had lost traction at the front end and then ploughed straight into the Mini rounding the buildout. Both cars were very seriously damaged, and all their airbags had deployed. An ambulance, police cars and a recovery truck were in attendance. I'm unaware of the injuries sustained but am certain, given the obvious force of the impact, some were.

Despite the buildouts the frequency of speeding remains high in Church Lane and the 'raised' areas between them, which were described as "psychological traffic calming", do not slow any other than the most cautious of drivers as they are more decorative than effective. These 'raised' areas are now in poor state of repair as many of the tiles have been dislodged and this has only increased their ineffectiveness.

It seems ludicrous that a few yards on from the junction with Welbeck Avenue the road across the University campus is a '20 Zone', whereas Church Lane with all its risks and hazards, including an infant school, doesn't warrant the same level of pedestrian protection. How is it that the more mature University students have three significantly raised crossing areas with pedestrian lights and a '20 Zone', while the students at Highfield Infant School do not deserve anything like this protection? Vehicles regularly accelerate both up and down Church Lane once clear of the buildouts with some treating it more like a racetrack than a residential street with an infant school in it reaching speeds in excess of 40 mph. Undoubtedly the driver of the BMW was travelling well above 30 mph in April.

I hope nobody was seriously injured on 27th April but believe it won't be long before someone is if nothing is done to significantly reduce vehicle speeds in Church Lane.

(SF)

- Greetings HRA
Westwood Rd is a rat run with speeding cars , noisy cars and motorbikes day and night.
I note that City Council is seeking to ascertain which roads might benefit from reduced speed limits.
Any plans to join this activity?
Thanks and best wishes.

(JH)

- For the attention of Barbara Claridge Honorary Secretary.

Dear Barbara,

I'm afraid my wife and I have been absentee but very interested members and would thank you for your hard work and that of all the other officers of the Association.

Via the Southern Daily Echo, Southampton City Council has invited communities to suggest roads, in the areas in which they live which, in the interests of safety, would benefit from a reduction in the speed limit from 30mph to 20mph.

Having lived in Winn Road for the past 18 years, it springs readily to mind as one of those which would benefit the community by having the speed reduced.

I'm sure the members can suggest other roads in the area that would also benefit.

Winn Road is especially dangerous owing to;-

- 1) Vehicles parked on both sides of the road, making the passage of vehicles difficult and vehicle ingress and egress to properties especially dangerous.
- 2) The presence of a school, serving young children.
- 3) The poor state of the road surface.
- 4) Many elderly residents crossing the road.
- 5) A very frequent double-decker 'bus service.

I would be pleased if you might squeeze this item onto the AGM Agenda, to gauge members' interest and level of support.

Southampton City Council has given a deadline of 4th January '22 to receive applications that may be readily made via an online form.

Should the Association wish to pursue this initiative, I would be pleased to help in any way I can.

Details of the scheme were published on the Southern Daily Echo website yesterday.

Kindest regards

(TR)

- Welbeck Avenue and Church Lane additional data

Additional data, residents' comments and photographs are available in a spreadsheet which is too large to send with the proposal. It can be made available for review and can be sent separately if required.

Comments from 63 residents of Welbeck Avenue and Church Lane.

(LN)