

Subject:	Hangleton Safer Routes to School - TRO		
Date of Meeting:	26th November 2019		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Jonathon Martin	Tel: 01273 293536
	Email:	jonathon.martin@brighton-hove.gov.uk	
Ward(s) affected:	Hangleton & Knoll;		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to address comments and objections relating to a draft Traffic Regulation Order (TRO). The order outlines the proposed introduction of double yellow line restrictions in, and at the junctions of, Amberley Drive, Hangleton Way, Hardwick Road, Hardwick Way, Poynings Drive and Stonecroft Close.

2. RECOMMENDATIONS:

- 2.1 That the Committee, having taken account of all duly made representations, approves as advertised the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment Order No.* 201* (TRO-25-2019).

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Brighton & Hove City Council's Transport Department have recently undertaken works around West Blatchington Primary & Nursery School and King's School, Hove as part of the Safer Routes to School scheme. The Safer Routes to School Scheme is a joint initiative involving the local authority, school staff, pupils, parents and local residents and has been running in the city since 2004. It aims to reduce dependency on the car for school journeys, by improving the area around the school and making routes to school safer for children and their parents/carers to walk or cycle.
- 3.2 These include new pedestrian crossing points featuring dropped kerbs and tactile paving which aim to assist pedestrians in accordance with the Equality Act 2010 to be able to cross the road more safely. A Traffic Regulation Order (TRO) amendment has been drafted and advertised for public consultation. The key theme of this TRO is the implementation of 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) which aim to prevent the aforementioned pedestrian crossing points from being rendered unusable by vehicles parking across them. The plan of the TRO proposals can be viewed in Appendix 1.

3.3 Four objections have been received to the Traffic Regulation Order amendment; these are all focused around the junction of Amberley Drive and Poynings Drive. The key themes of the objections are loss of parking, perceived lack of safety concern, perceived lack of consultation with residents regarding the changes, perceived lack of enforcement of existing restrictions, exacerbation of existing resident mobility issues and potential for more accidents.

3.4 **Objection 1 - Amberley Drive/Poynings Drive - Key Points**

Loss of parking

Perceived lack of safety concern

Lack of consultation with residents regarding highway changes

Exacerbation of existing resident mobility issues

3.5 **Objection 2 - Amberley Drive/Poynings Drive - Key Points**

Loss of Parking

Lack of enforcement of existing parking restrictions

Potential for more accidents

3.6 **Objection 3 - Amberley Drive/Poynings Drive - Key Points**

Loss of parking

Exacerbation of existing resident mobility issues

3.7 **Objection 4 - Amberley Drive/Poynings Drive - Key Points**

Loss of parking

4. **ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

4.1 The two themes that stand out in the objections listed above are that residents feel that a loss of parking is unnecessary and that residents with mobility issues will be made to travel further between their vehicle and property.

4.2 The double yellow line restrictions in question have been proposed to protect planned pedestrian crossing points that are due to be implemented this financial year and to prevent vehicles from parking dangerously on the corners of junctions in the area which could impede traffic flow and bus movements. This is believed to be a justifiable reason to implement parking restrictions at the locations proposed.

4.3 Residents who are also Blue badge holders can apply for an on-street parking bay outside or near their homes if they are the driver or the driver lives with them, and have no off-street parking such as a garage or driveway. Applications cost £11 at time of writing and, if successful, a disabled parking bay will be marked in an appropriate location on the highway for the resident to use.

4.4 An alternative design was considered by Transport Project Officers that omitted the planned pedestrian crossing points, and associated proposed parking restrictions, at the junction of Amberley Drive and Poynings Drive. This was discounted due to concerns that the existing highway layout poses a higher risk to vulnerable road users than the proposed designs.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 During the design stage of the Hangleton Safer Routes to School project residents were consulted on proposals, these proposals included many of the double yellow line restrictions featured in this Traffic Regulation Order. This public consultation was presented to members of the Environment, Transport and Sustainability Committee in November 2018 and a decision was made to move forward with the scheme.
- 5.2 The TRO amendment was advertised in the local press on 13th September 2019 and notices were posted in the locality in accordance with standard procedures. Details of the amendment have been sent to the full list of statutory consultees and relevant council officers.
- 5.3 One other objection was received from a resident on 17th September 2019 but this was not upheld after a response from council officers.

6. CONCLUSION

- 6.1 Consideration has been given to reducing the proposals however the restrictions represent the minimum needed to mitigate the safety concerns highlighted by Brighton & Hove City Council Transport Officers. The proposals protect against parking across dropped kerb pedestrian crossing points with tactile paving, junction corners and locations in which parked vehicles would impede the flow of traffic.
- 6.2 Therefore it is recommended that the Committee, having taken account of all duly made representations, approves as advertised the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment Order No.* 201* (TRO-25-2019).

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs of implementing the actions associated to the recommendation to this report are estimated to be £500, which will be funded from Section 106 external contributions.

Finance Officer Consulted: Steven Bedford

Date: 05/11/19

Legal Implications:

- 7.2 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of traffic including pedestrians. Under the Education & Inspections Act 2006 the Council has a duty to promote sustainable modes of travel to meet school travel needs. The recommendation in this report meets these statutory duties.
- 7.3 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for advertising a proposed traffic order

requires public notice of orders to be given and allows any person to object to the making of an order. Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before it can be made.

Lawyer Consulted: Stephanie Stammers

Date: 05/11/19

Equalities Implications:

- 7.4 An Equality Impact Assessment has not been carried out on the advertised TRO, however the consultation process allows for representations to be made by, or on behalf of, people or groups who are defined as having 'protected characteristics' by existing equality legislation.
- 7.5 An Equalities Impact Assessment (EIA) was carried out on the wider scheme during the design stage, this EIA is entitled 'Safer Routes to School – Hangleton 2017-19' and is attached in Appendix 2 of this report.
- 7.6 Engagement with a wide range of residents was part of the consultation process for the advertised TRO. The consultation process also allows representation to be made by, or on behalf of, people or groups who are defined as having 'protected characteristics' by existing equality legislation.
- 7.7 Concerns for people who share a protected characteristic are identified in the report and the actions that can be taken in respect of them have been noted.
- 7.8 Parking across dropped kerb pedestrian crossing points with tactile paving can cause considerable danger to partially sighted pedestrians who may rely on their path being clear between two such crossing points.

Sustainability Implications:

- 7.9 One of the key aims for the Safer Routes to School project is to provide sustainable transport options for students, parents/carers and employees travelling to and from schools. This Traffic Regulation Order hopes to help improve the sustainability of the city by providing safer pedestrian facilities on a journey that may otherwise be undertaken by car.

Any Other Significant Implications:

- 7.10 There are no other significant implications arising from this report.

SUPPORTING DOCUMENTATION

Appendices:

- 1. TRO-25-2019 Area Overview (Drawings 1-5)
- 2. Equalities Impact Assessment - Safer Routes to School – Hangleton 2017-19

Background Documents

1. None

