

# Brighton & Hove City Council

## Transport & Sustainability Committee

## Agenda Item 51

**Subject:** Whitehawk Mini-Roundabout Improvements - TRO-45-2023

**Date of meeting:** 5 December 2023

**Report of:** Executive Director Economy, Environment & Culture

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**Ward(s) affected:** Kemptown and Whitehawk & Marina

**For general release**

### **1. Purpose of the report and policy context**

- 1.1 This report seeks committee approval for the making of a Traffic Regulation Order (TRO) for the Whitehawk Mini-Roundabout Improvements scheme. The effect of which will be changes to the road layout and parking and waiting restrictions at the Whitehawk Road/ Arundel Road/ Roedean Road/ Bristol Gardens junction, prohibition of driving (except pedal cycles) at Bristol Gardens onto Whitehawk Road/Arundel Road, the introduction of a Zebra Crossing over Roedean Road (just east of the junction with Whitehawk Road/Arundel Road) and construction of a raised table at the junction. These improvements are proposed as part of the Council's 2023/24 Pedestrian Crossing Priority Programme, now superseded by the Safer, Better Streets framework.
- 1.2 This report outlines the results of the TRO consultation as required for alterations to the Public Highway for implementation and provides a recommendation on how to proceed.

### **2. Recommendations**

- 2.1 That the Committee, having taken account of all duly made representations and comments, agrees that TRO-45-2023, as included at Appendix 1, is approved for implementation.

### **3. Context and background information**

- 3.1 On 15 November 2022, the Environment, Transport and Sustainability (ETS) Committee approved the Pedestrian Crossing Priority Programme for 2023/24 and agreed that officers could commence works on identified locations in the listed 'top 10 priority list'; Whitehawk Road/Roedean Road/Bristol Gardens/Arundel Road scored 08th on the top 10 priority list.
- 3.2 Numerous requests for pedestrian crossing improvements at Whitehawk Road/Roedean Road/Bristol Gardens/Arundel Road mini-roundabout junction have been recorded by the council's Pedestrian Crossing Priority Programme since 2021. The most common requests were for improvements, including

traffic lights or zebra crossing(s) to make crossing easier and measures to address rat running on Bristol Gardens.

- 3.3 Analysis of accident data in this location from 01 September 2020 to 31 August 2023 identified 4 collisions: 2 with vehicles and cyclists, 1 with a pedestrian and a vehicle and 1 with a moped and a car.
- 3.4 Following approval at November 2022 ETS Committee, officers procured a design consultant to develop design options and subsequent detailed design for this location. Road safety implications, localised circumstances, related designs, feedback from Brighton and Hove Buses and Department for Transport guidance, including Local Transport Note 120 (LTN 1/20), were all considered when developing a design option for the Whitehawk Mini-Roundabout Improvements scheme. The design has also been subject to a Road Safety Audit (RSA).
- 3.5 The final design option consists of the following changes:
- Closure of eastern end of Bristol Gardens to motor vehicles to prevent rat running and speeding. This will remain open to pedestrians and cyclists and provide more space for pedestrians.
  - Removal of roundabout and introduction of raised junction to encourage vehicles to slow down on approach.
  - Pavement widening. The pavement will be extended around the junction to provide additional space for pedestrians.
  - New Zebra crossing on Roedean Road. This will give pedestrians extra priority and provide a safer crossing route to The Brighton Waldorf School.
  - Improved pedestrian crossing points on Whitehawk Road and Arundel Road. This will provide safer crossing points for pedestrians.
- 3.6 Officers undertook non-statutory consultation with residents, businesses and stakeholders in the summer of 2023. This received a largely positive response to the proposals. More information can be found in Appendix 2 and section 4 of this report.
- 3.7 The costings for the construction of final scheme are anticipated to be approximately £260,000 however this is subject to a competitive tender process.

#### **4. Analysis and consideration of alternative options**

- 4.1 The main alternative option would be to not approve the TRO. This would risk the effective progression of the scheme and would be contrary to the wishes of the local and city-wide residents, local businesses, active travel forums, Ward Councillors and others in the area who have been supportive of this measure when engaging with the officers.
- 4.2 Early consideration was given to the possibility of developing an option that did not close the western end of Bristol Gardens however, this option was discounted as this would not address the fundamental rat running and safety concerns on this road.

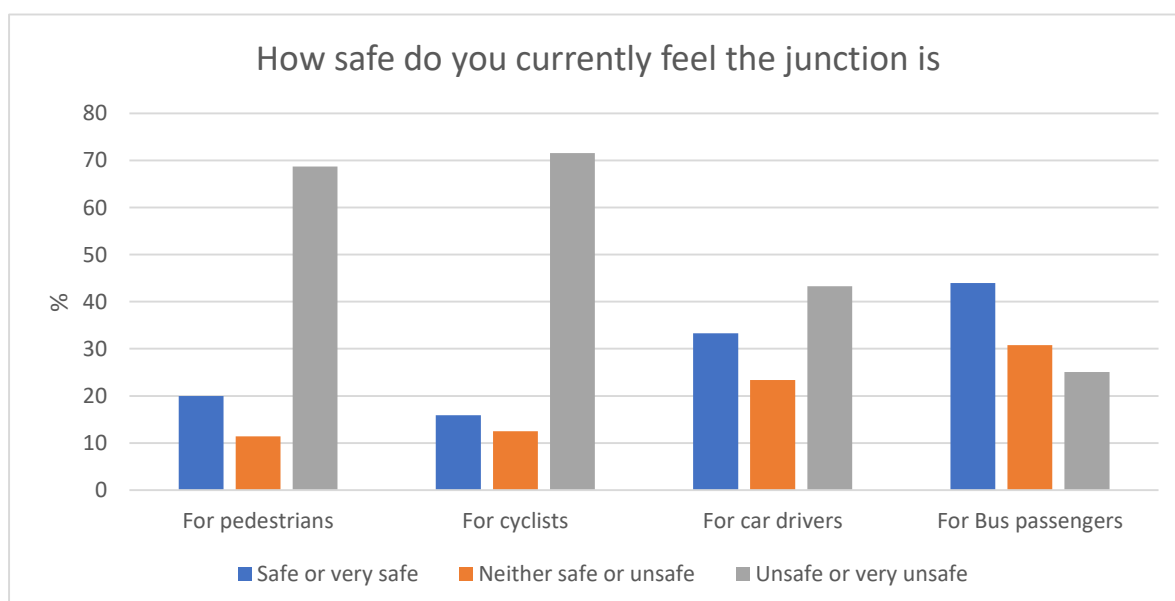
4.3 During the design process two concept options were considered by officers; Option A kept the mini-roundabout but closed the Bristol Garden western arm and Option B, the final option as per the TRO, saw the removal of the roundabout and introduction of a turning pocket for movements onto Whitehawk Road. Both options were subject to a Road Safety Audit (RSA) Stage 1 and following a review of results and designs with Highway Engineers there were still concerns about the safety of keeping a roundabout and officers therefore made the decision to proceed with Option B.

## 5. Community engagement and consultation

5.1 Officers undertook non-statutory city-wide consultation hosted on the council’s online portal with residents, businesses and stakeholders in the summer of 2023. A letter was sent to 204 addresses in an area surrounding the Whitehawk mini-roundabout. People were invited to go online to give their views, using a QR code or website link to a survey hosted on the council’s consultation portal – Citizen Space. Paper copies were also available on request.

5.2 A summary consultation results report can be found at Appendix 2. In summary, 190 responses were received and overwhelmingly respondents stated they did not feel this junction was safe for pedestrians, cyclists and car drivers, see Figure 1 below. 282 comments were made in total; 142 comments were made in the support of the scheme; 52 comments supported the scheme in principal but suggested changes to the proposal and 88 comments objected to some or all of the proposals, with the main theme of objections being that the proposal would see more congestion, create a new rat run and force residents a long way round.

**Figure 1. Consultation feedback on safety of junction**

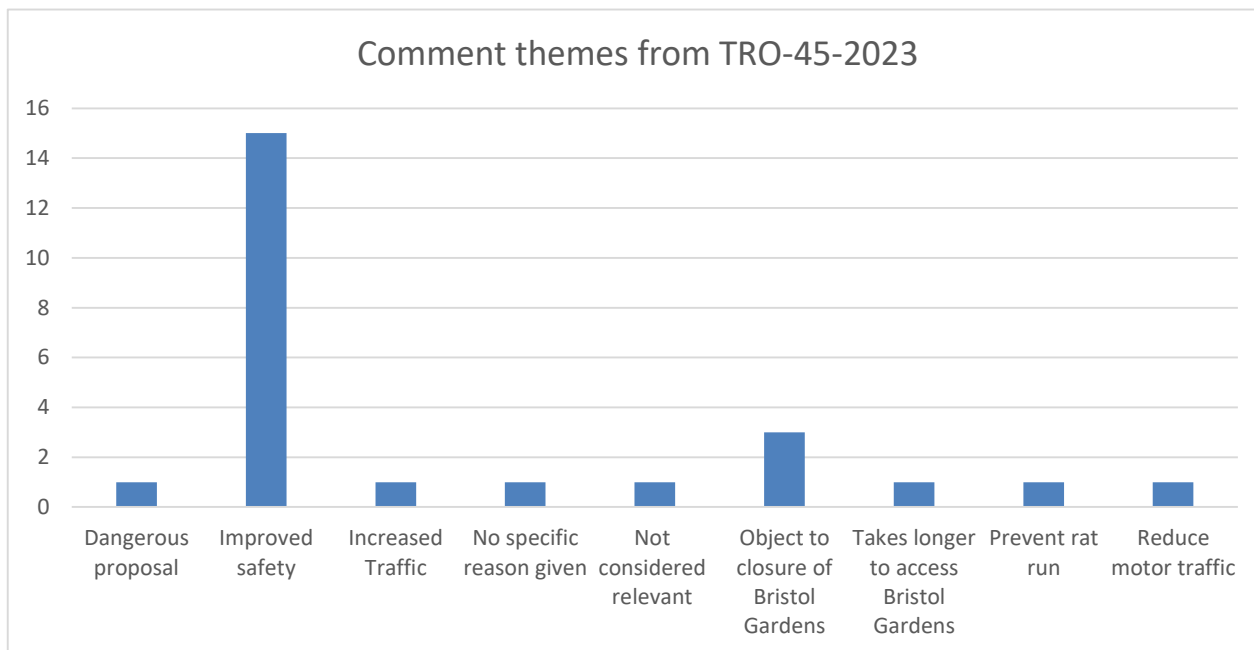


5.3 TRO-45-2023 was advertised on 20 October 2023 for 21 days. This statutory consultation period saw the Notice advertised in the Brighton Argus, available to view and comment online and in-person upon request and notices were put up at the affected locations. Officers also engaged with several key

stakeholders who provided comments during the 21-day advertisement period.

- 5.4 In total 25 responses were received to the TRO consultation. Including 17 (68%) comments of support and 8 (32%) objections. A summary of the comment key themes is included below at Figure 2, full comments can be seen at Appendix 4.

**Figure 2. Comment themes**



- 5.5 The main comment theme (15 comments) was that the scheme would improve pedestrian and cycle safety. The remaining supportive comments (2) stated the scheme would prevent rat running on Bristol Gardens and would reduce motor traffic.

- 5.6 Of the 8 objections received, the main comment theme (3 comments) was an objection to the closure of Bristol Gardens; objectors stated this closure would increase traffic. Additionally, other respective objectors stated the scheme was a 'dangerous proposal' and would result in accidents (1 respondent), it would take them longer to drive to and park their vehicle as they occasionally parked on Bristol Gardens (1 respondent), thought the scheme was removing parking spaces from Bristol Gardens (1 respondent), which is incorrect and therefore this comment is not considered relevant and finally 1 objector gave no specific reason relating to the TRO.

- 5.7 The scheme has been subject to a Road Safety Audit 1 & 2 and no safety concerns regarding the closure of the western end of Bristol Gardens to motor vehicles has been identified. The main comment theme of TRO objectors (3 comments) stated the closure would increase traffic on the surrounding roads. It is anticipated that traffic that currently uses Bristol Gardens as a 'rat run' will be displaced onto the larger surrounding roads, this is one of the objectives of the scheme; keeping excess traffic away from residential roads and re-routing it to higher capacity roads.

## **6. Conclusion**

- 6.1 TRO-45-2023 for the Whitehawk Mini-Roundabout Improvements scheme was advertised following due process and representations considered. Officers recommend that the provisions of the TRO are made permanent.

## **7. Financial implications**

- 7.1 There are no direct financial implications arising from the recommendations of this report. Costs associated with the implementation of the Whitehawk Mini-Roundabout Improvement scheme are to be funded within existing approved LTP Capital Budgets. There may be costs associated with advertising Traffic Regulation Orders (TROs) which will be met from existing revenue budgets. Any significant variation to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack    Date consulted: 14/11/2023

## **8. Legal implications**

- 8.1 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given and for the relevant documents to be placed on deposit for public inspection. Any person may object to the making of an order. The Council's Constitution provides that decisions on TROs are made by the Transport & Sustainability Committee where there are either six or more unresolved objections or the matter has been called in.

Name of lawyer consulted: Katie Kam    Date consulted: 07/11/2023

## **9. Equalities implications**

- 9.1 An Equalities Impact Assessment has been carried out for the wider Pedestrian Crossing Programme and approved, see Appendix 3

## **10. Sustainability implications**

- 10.1 The report recommendations in the context of active travel will have a positive impact on sustainable travel and transport. The measures will improve the transport network for sustainable modes of transport by reallocating road space and enhancing pedestrian infrastructure. This will give opportunities for more people to switch to low carbon modes of transport from single occupancy cars.

## **11. Other Implications**

**Public health implications:**

- 11.1 Enabling greater uptake of active travel across the City will provide both short and long-term benefits to the mental and physical health of residents. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy.

## **Supporting Documentation**

### **1. Appendices**

1. TRO-45-2023
2. Non-statutory consultation results report
3. Pedestrian Crossing Programme – Equality Impact Assessment
4. TRO comment analysis

### **2. Background documents**

1. [Pedestrian Crossing Priority Programme 2023/2024 – ETS Committee Report 15 November 2022](#)