

<b>Subject:</b>	<b>TRO Amendment Objection: Haddington Close/Street</b>		
<b>Date of Meeting:</b>	<b>28 June 2016</b>		
<b>Report of:</b>	<b>Acting Executive Director for Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Matthew Thompson</b>	<b>Tel: 29-0235</b>
	<b>Email:</b>	<b>matthew.thompson@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Central Hove</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT 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 also has a statutory duty to promote safe and sustainable modes of transport, under the Education Act 1996/2006. The Council's Safer Roads Strategy for 2014-2020 supports continued casualty reduction efforts within an annual Safer Routes to Schools Programme.
- 1.2 St Andrew's Church of England Primary School has been expanded to raise capacity from 466 places in 2016 to 650 by 2022. The Planning agreement set aside funds for walking and cycling infrastructure improvements relevant to the catchment area of the school, which have been delivered by the Safer Routes to School programme in 2015-16.
- 1.3 The Traffic Regulation Order amendment (TRO-9a-2016) deals with new on street pay and display/ residents parking bays and new school keep clear markings outside a new school gate on Haddington Street, and disabled parking bays and loading and waiting restrictions on Haddington Close. (see Appendix 1).

**2. RECOMMENDATIONS:**

- 2.1 That the committee agrees to adopt the Traffic Regulation Order amendment TRO-9a-2016 as proposed.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The amendments to this TRO are part of a wider 'Safer Routes to School' scheme in 2015-16 around the expansion of three schools, including St Andrews Church of England Primary in central Hove. The St Andrew's scheme includes signage, raised tables, dropped kerbs, tactile paving, bollards, barriers and new pavement waiting areas in Haddington Street/ Close. These are specifically

designed to improve safety around the school gate on Haddington Street, which is being opened for pupil access to relieve pressure on the Belfast Street entrance.

- 3.2 Several elements relating to parking and loading in the area have been grouped together under this amendment. (See also 4.3 and 4.5 below). One aspect of the amendment proposes that ten disabled bays in Haddington Close, which currently have no waiting restrictions, become maximum three hour waiting/ no return in one hour (8am-6pm Monday to Saturday inclusive). Three extra disabled bays are being added to the existing disabled bays affected by this time limit.
- 3.3 One objection has been received to this aspect of the TRO amendment. (see Appendix 2). The respondent believes the waiting restrictions will discriminate against disabled people accessing employment with George St businesses though he concedes that the actual change will not affect him directly. He also raised concerns about blue badge enforcement in the area.

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

- 4.1 Officers have responded to the objection by making the point that the reinstated pay and display/ residents parking bays opposite 1-13 Haddington Street and other existing pay and display bays can also be used all day by holders of a valid blue badge for free. However, the respondent does not believe this is an acceptable alternative, as the new bays don't provide extra space around car doors for wheelchair users. He does not accept there is a problem with current parking arrangements.
- 4.2 The council's city wide policy regarding disabled parking is to provide a disabled bay in a residential area if a disabled applicant lives within 50 metres of the bay. In commercial areas, time-limited bays near shops and amenities are designed to provide a greater turnover of parking and therefore allow more people to access services and shops. If bays are full all day with the same vehicles, it reduces the number of disabled people who can visit George Street.
- 4.3 School Keep Clear lining (SKCs) on both sides of the carriageway outside the school gates on Haddington Street are also part of the TRO amendment. The Head Teacher would like to start using the new gates for pupil access at the start of the autumn term.
- 4.4 The Department for Transport has now authorised the installation of SKCs without a TRO amendment. (New 'Traffic Signs and Regulations General Directions' came into force on 22 April 2016). The council could therefore install these without further delay. However, separating the SKC's from the other elements detailed below would mean a new amendment covering those elements would be needed. This would create a further delay to allow for advertising and objections, and a likely repeat of the current objections. This delay would create a potential hazard (see 4.5 - 6).
- 4.5 The current TRO amendment also introduces loading restrictions at the southern end of Haddington Close to prevent any parking or loading on the double yellow

lines in the turning bays there. Any parking or waiting in these bays means larger delivery lorries sometimes have to reverse all the way past the Haddington Street school gate to the Malvern Street junction to turn around. This means there could still be an occasional (but significant) hazard outside the school gate when it comes into use in September.

- 4.6 Blue badge holders are entitled to park on double yellow lines for up to three hours and any vehicle may wait or load on double yellow lines for up to five minutes. This means Council enforcement can't currently prevent the turning bays from being blocked. This type of Blue badge parking is more likely if other disabled bays in the Close are being occupied all day.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The TRO amendment was advertised in the local press on 15 April 2016 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 consultee and relevant council officers. No other comments have been received.
- 5.2 As part of the Safer Routes to School scheme, residents and businesses in the area received hand delivered correspondence including plans for the proposed measures and lining. Other statutory consultees also received these plans, as did governors and senior managers at St Andrew's Church of England Primary School. Ward councillors have been consulted and briefed on developments. No comments regarding the disabled parking, loading restrictions or SKC's were received.

## **6. CONCLUSION**

- 6.1 The amendment extends blue badge parking in Haddington Close and allows a greater turnover of vehicles which will improve access for the majority. All day parking for those accessing employment is also provided for blue badge holders in mixed pay and display/ residents bays. While restrictions in terms of space to the sides of vehicles apply to most of these bays, there are some which are parallel to wide areas of footway, allowing wheelchair access.
- 6.2 Parking in the turning bays at the southern end of Haddington Close, some of which is by blue badge holders, is creating a hazard which will become more of an issue when the school opens its Haddington Street gate to pupil access.

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

### Financial Implications:

- 7.1 The cost of implementing the recommendation of this report is estimated to be approximately £1,000 and will be funded from the approved Safer Routes to School budget as part of the 2016-17 Local Transport Plan capital programme.

*Finance Officer Consulted: Steven Bedford*

*Date: 27/05/16*

Legal Implications:

- 7.2. The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders and any amendments to such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders and amendments 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 or an amendment to an order. Any unresolved objections to an order or an amendment must be considered by the Environment, Transport & Sustainability Committee before the order or amendment can be made. It is not considered that any adverse human rights implications arise from the report.

*Lawyer Consulted Stephanie Stammers*

*Date: 31/05/16*

Equalities Implications

- 7.3 None

Sustainability Implications:

- 7.4 The measures as set out in the report are designed to encourage parents, carers, staff and pupils to travel sustainably to and from the school site.

Any Other Significant Implications:

- 7.5 None

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. TRO-9a-2016 Statement of Reasons
2. TRO Objection – comments collated
3. Officer correspondence with the Objector
4. Map of Loading restrictions and disabled parking bay lining
5. Map of school keep clear lining around new pupil access gate