

Summary of measures considered and proposed in Francis Street

Issue	Reason/source	Suggested or possible solution	Officer comment and recommendation (in bold)
Pedestrians forced to walk in road due to pavements blocked by blue badge holders and loading / unloading vehicles and poorly placed road furniture like cycle stands and street lamps.	Deputation and Road Safety Audit	Introduce physical measures to deter or prevent parking/unloading	Install additional bollards on the southern side of Francis Street at its junction with London Road to prevent parking and protect the pavement area for pedestrians. Agree. Sturdy, low level planters could be used to help 'green' the street, with the possibility of community use/ownership to maintain them, and also help protect pedestrian areas outside homes. Agree.
		Consider alternative arrangements for existing objects on designated pavement e.g trade waste bin and tables and chairs	Explore options for locations with Highway Licensing and Cityclean officers. Agree.
		Change parking/waiting controls	Increasing the level of control within the street to a Restricted Zone where there is no loading and no waiting except in signed bays will help to prevent inconsiderate parking, and will also reduce the number of vehicles that can load and unload in the street. Agree.
		Relocate or remove street furniture	Issue can be primarily resolved through measures recommended above. No change.
Bollards regularly knocked over	Deputation	Increase depth of foundation	The bollard design and construction is standard within the city and officers will continue to monitor any damage, and respond accordingly No change.
		Use retractable bollards to protect shared space e.g Sainsbury's in Ann Street	It is highly unusual for the council to propose or licence the installation of a retractable/folding bollard in a street for a private property, but has done so to allow a part-time closure to be controlled e.g Ship Street, Brighton. The bollards near Sainsbury's are not part of a shared space

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			scheme for vehicles. They are used to prevent people driving vehicles on a shared area that can only be used by people walking or cycling, and also allow access for fire and rescue vehicles in the event of an emergency. No change.
Private vehicle/garage accesses blocked by blue badge holders' vehicles	Deputation	Use retractable bollards	It is highly unusual for the council to propose or licence the installation of a retractable/folding bollard in a street for a private property, but has done so to allow a part-time closure to be controlled e.g Ship Street, Brighton. No change.
		Change parking/waiting controls	Increasing the level of control within the street to a Restricted Zone where there is no loading and no waiting except in signed bays will help to prevent inconsiderate parking, and will also reduce the number of vehicles that can park, load and unload in the street. Agree.
		Add designated bays with road markings	The only feasible location for a loading bay within the street would be directly in front of the existing internal bays, which would prevent regular access for market deliveries. No change.
		Increase enforcement and signing	The council's contractor has already been notified of the illegal parking that has been reported, but it has limited resources that it can dispatch to such requests. Existing road signs comply with current standards. Residents could add an appropriate sign on their property/ garage door to indicate usage and need for daily access to deter inconsiderate parking. Agree.
		Increase awareness of ability to self-report illegal or obstructive parking	The Chair of the Committee promoted this feature and recommended it to residents, when initially responding to the deputation in March. No change.
Quality of street design varies from elsewhere in	Deputation	None	The street design reflects principles and proposals that were considered and agreed as part of the Planning process.

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the city			No change.
Open Market building shutters damaged by vehicles	Deputation	Use retractable bollards	<p>It is highly unusual for the council to propose or licence the installation of a retractable/folding bollard in a street for a private property, but has done so to allow a part-time closure to be controlled e.g Ship Street, Brighton. The council is not directly responsible for protecting buildings that are damaged by driver error.</p> <p>No change.</p> <p>Officers have been reassured by the developer/its representative that the Open Market operates an efficient system for the traders' deliveries which includes delivery restrictions within leases; vehicle size restrictions; and a permit/booking system for use of the internal delivery bays.</p> <p>No change.</p>
	Residents	Introduce physical height restriction or signing to limit or prevent large or oversize vehicles delivering to the market	<p>Freestanding height restriction barriers on public roads are highly unusual. Officers have been reassured by the developer/its representative that the Open Market operates an efficient system for the traders' deliveries. As this issue is caused by driver error when manoeuvring vehicles, it should be possible to overcome it without further physical measures.</p> <p>No change.</p>
Lack of signs for drivers to indicate street is residential and drive with caution	Deputation	Install additional signs	<p>No other street within the city or city centre, which is wholly or partly residential, is signed in this way. Nearly all minor streets in the city now have 20mph speed limits, so driver speeds should be low.</p> <p>No change.</p>
Excessive volume of traffic in street due to 'rat-running'	Deputation	Introduce 'Access only' Traffic Regulation Order	<p>The suggested measure will mean that drivers who pass from one end of the street to the other without having a legitimate purpose to be in the street e.g deliveries to the Open Market or residents with a parking space, will be committing a moving traffic offence. The Police will be responsible for enforcing the measure.</p>

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Disabled driver (blue badge holder) bay forces pedestrians into path of speeding vehicles	Deputation	Relocation of disabled driver (blue badge holder) parking bay close to Francis Street/Ditchling Road junction	<p>The provision and location of the bay was discussed and agreed in 2014 in order to address the mobility requirements of a local resident. The Road Safety Audit has not identified any issue and Police records between 2014 and 2017 do not indicate any reported collisions or casualties involving pedestrians in this location.</p> <p>No change.</p>
		Improve pedestrian route and reduce driver speeds	<p>Making the pedestrian route more prominent by adding a raised entry treatment at the Francis Street/Ditchling Road junction will be beneficial and also act as a further deterrent to excessive driver speeds.</p> <p>Agree.</p>
Introduce 10mph speed limit	Residents	Change speed limit	<p>Legislation does not allow the use of a permanent speed limit on a public road which is below 20mph.</p> <p>No change.</p>
Complete outstanding maintenance required to street	Compliance with Section 278 Agreement	Works will include the slight relocation and replacement of a damaged street lighting column at western end of Francis Street, and any other works identified by the council at the end of the 12 month maintenance period (July 2017)	<p>Works are necessary.</p> <p>Agree.</p>
Recommended changes to street	Compliance with Road Safety Audit	Works will includes changes to the amount and provision of tactile paving at the junctions of London Road and Ditchling Road with Francis Street; the removal of redundant road markings at the junction of Francis Street/London Road; and the introduction of a left turn ban sign for drivers, from London Road into Francis Street.	<p>Works are considered necessary to ensure that the street is as safe as possible, based on independent technical and professional advice.</p> <p>Agree.</p>