

Hangleton Safer Routes to School Scheme – Public Consultation report

The Hangleton ‘Safer Routes to School’ scheme has been developed to improve walking and cycling journeys to and from schools in the area and to reduce car journeys. It is funded by the Council’s Local Transport Plan and developer contributions from the West Blatchington Primary redevelopment, including the new Kings School at the north-eastern end of Hangleton Way.

Headline Results

All measures were supported by respondents, ranging from 73% to 84% in favour.

Methodology

Postcards were sent to 2288 property address in the area to invite people to go online to view details on bus stop improvements and to comment on various proposals to improve road safety in the area. Copies of the questionnaire were also available in a paper format available on request.

A series of measures were described for:

- Hangleton Way Crossings
- Downland Drive/ Hangleton Way junction changes
- Amberley Drive/ Poynings Drive junction changes
- Hangleton Way/ Stonecroft Close junction changes
- Hangleton Lane (various proposals including improvements to walking and cycling space, changed give-ways priorities and improvements to bus shelters)
- Benfield Valley Walking and Cycling network improvements

Respondents were asked whether they supported each measure and given space to comment on these.

Results

There were 113 responses: 112 were received online and 1 paper copy.

Hangleton Way crossings: A raised table across the road near the primary school entrance; new school zig zags and guard rails outside the two new pedestrian entrances; double yellow lines across the two new vehicle entrances; pavement build outs with dropped kerbs, tactile paving and double yellow lines on the junction with Hardwick Road.

	Number	%
Yes	90	82.6
No	5	4.6
Don't know	14	12.8
Total	109	100

Respondents’ comments on the Hangleton Way crossings have been summarised as follows (Comments in full are in the Appendix):

- Difficult for children in Goldstone Crescent this has been overlooked (x2)
- Clear overgrown vegetation and fallen leaves in Hangleton Park – no room to walk and difficult for those with disabilities
- Double yellow lines will not solve parking at schools, bollards are needed as well, need more parking enforcement, roads are too narrow – people park where they like (x4)
- Don't support the narrowing of entrance to Hardwick Road due to bus trying to turn causing tailbacks already – this will make it worse – use redundant grass corners
- Why make bus stops bigger on Hangleton Way when last stop is Hardwick.
- Extending Pavements causes difficulties for drivers and encourages bad driving trying to navigate round them (x2)
- Children will not use the crossings if the bus stops are not on desire lines, bus stops and crossings need to be close together
- Need lollipop person
- Want speed bumps on corner of Amberley Drive/ Hangleton Way
- Bus build outs stop the flow of traffic and will cause difficulties for emergency vehicles
- Raised tables cause damage to vehicles
- Why is nothing to the East of the new site covered?
- I'd like to know what route the bus(es) will be taking

Officer responses

Goldstone Cres/ A2038 junction is likely to be addressed as part of the Toad's Hole development.

Parks issues will be passed to Cityparks.

Bollards cannot be placed in every location where pavement parking occurs. Lines make this easier to enforce. CEOs will visit the new layout and the schools will be able to request this assistance.

Bus turning paths have been taken into account with the designs. Lining on Hardwick Road will ensure a bus at the give way does not need to block the opposite lane because of parked cars on the western side.

Bus stop changes are for information only. These were not consulted on.

It is an offence to drive on the pavement. Pedestrians need clear sightlines to cross safely.

Likely desire lines from bus stops have been considered.

West Blatchington Primary has the option to recruit a Lollipop person. We can provide training and uniform but the council cannot confirm funding for the post until the 2020/21 financial year.

Dept. for transport standards do not permit speed calming on corners.

Emergency services have been consulted and have not raised concerns.

Raised tables exist in other city locations and do not damage vehicles.

Bus routes are a mixture of supported services and commercial routes. The latter is a decision for the bus company but officers will provide feedback from school surveys to inform this.

Downland Drive/ Hangleton Way

	Number	%
Yes	88	80.7
No	8	7.3
Don't know	13	11.9
Total	109	100

Respondents' comments on Downland Drive/ Hangleton Way have been summarised as follows (Comments in full are in the Appendix):

- Corner is hazardous to drivers and pedestrians, Concerned that new crossing points are very close to the corner, want speed bumps to prevent speeding on busy corner, will cause delays (x4)
- Downland Drive should be one way at the top end (x2)
- How far will the double yellows go on Downland Drive? This will affect residents
- I'd like to see images of proposed changes as it is not clear from the brief description
- Extending pavements causes difficulties for drivers
- Any changes need to be communicated well

Officer Responses (some previous answers apply).

The measure has been independently audited by safety consultants and the council will respond to any concerns they raise.

Double yellow lining changes were clearly shown and will be advertised in Traffic regulation order amendments in December. These will be advertised and the public will have a right to scrutinise and raise concerns.

One way roads are not recommended near schools because they are proven to encourage higher speeds.

Community liaison will continue throughout the scheme.

Amberley Drive/ Poynings Drive junction changes

	Number	%
Yes	87	82.1
No	8	7.5
Don't know	11	10.4
Total	106	100

Respondents' comments on Amberley Drive/ Poynings Drive junction changes have been summarised as follows (Comments in full are in the Appendix):

- This won't help current congestion levels yet alone when there are 1000 more students.
- Comments about parking:
 - Additional parking will become a free for all and encourage double parking,
 - Needs parking enforcement (x2)
 - This will further affect parking
 - Who are the parking bays for – residents or school drop off – it's not clear
 - Not enough parking for residents
 - How much parking will this give?
 - Needs parking around the school for visitors and safe drop off points
- Need visual representation to understand the proposals
- Roundabout is a useful turning point and stops 3-point turns
- This is a main passing point for buses

Officer Responses.

The aim of these improvements is to improve pedestrian access.

Parking enforcement is already carried out in this area. The design will make enforcement easier at this location and prevent parking endangering pedestrians by blocking sightlines.

The area is not part of a controlled parking zone and parking surveys commissioned by developers demonstrate there is plenty of spare capacity for residents. The design creates 5 new parking bays on the carriageway.

Drivers can seek alternative locations and routes to alter direction. This is a key route to the school sites.

Hangleton Way/ Stonecroft Close

	Number	%
Yes	90	84.1
No	4	3.7
Don't know	13	12.1
Total	107	100

Respondents' comments on Hangleton Way/ Stonecroft Close have been summarised as follows (Comments in full are in the Appendix):

- Road build-outs cause problems (x4)
 - unclear where road build outs are
 - a pinch point creates more danger for drivers and pedestrians
 - roads are already too narrow and busy

- especially for buses travelling in opposite directions meeting at the bend
- Needs parking enforcement (x3)
- Need a safe crossing for people who have walked up the eastern side of Hangleton Way who will then turn right and need to cross to the north side

Officer responses (some previous answers apply).

Build outs are labelled. These improve visibility and views for pedestrians. Narrower junctions decrease speeds meaning impact severity is reduced. Bus companies have not raised any concerns about the designs.

Hangleton Lane

	Number	%
Yes	76	73.1
No	6	5.8
Don't know	22	21.2
Total	104	100

Respondents' comments on Hangleton Lane have been summarised as follows (Comments in full are in the Appendix):

- Pedestrians need to be prioritised over cars
- Crossings
 - Needs a formal crossing or footbridge rather than changing the Hangleton Valley Drive junction (x3)
 - even with adjustments – it will still not be easy for school children to cross
 - no safe way to cross the junction of Hangleton Lane, Clarke Avenue and Court Farm Road
 - need a crossing at bottom of Hangleton lane
- Cycling
 - should be on the road, don't want shared pavement and cyclists
 - There are no cycle lanes in Hangleton
- Don't want priority to Hangleton Way – drivers would struggle to pull out at rush hour
- Widening pavements will create bottlenecks
- Twitten needs lights

Three measures were shown under this question, although there was overall support for these:

- 1 respondent supports Viewpoint A
- 1 respondent supports Viewpoint B
- 1 respondent doesn't support Viewpoint B
- 1 Respondent says that Viewpoint C is essential

Officer responses

Bridge or subway – see main report for response to Friends of the Earth and Bricycles.

The crossing location will be referred to the crossing request scheme. Funding is not available and the independent safety auditor has not raised any concerns at current demand levels. The CRS will continue to monitor the site as conditions changes and demand grows. Adjacent site developments may present funding opportunities in future.

Priority at the Hangleton Valley Drive junction will not be altered and funding has not been identified for pavement extensions.

Lighting issues will be passed to the Street Lighting team.

Benfield Valley walking and cycling network

	Number	%
Yes	82	79.6
No	5	4.9
Don't know	16	15.5
Total	103	100

Respondents' comments on Benfield Valley walking and cycling network have been summarised as follows (Comments in full are in the Appendix):

- Paths are too secluded to be safe, need lighting on Benfield Valley and is unsafe at night
- Spend the money on a safe crossing (A23/ Fox Way)
- I support better lighting and maintenance and cutting of vegetation and CCTV to improve safety and security for pedestrians
- Don't want a subway
- This will improve safety in the winter months

Officer responses

Funding has not been identified for this network, though future developer contributions may be able to fund improvements. Vegetation will be cut back and lighting defects will be rectified.

Wider area south of Hangleton Way

	Number	%
Yes	89	84.0
No	6	5.7
Don't know	11	10.4
Total	106	100

Respondents' comments on the wider area south of Hangleton Way have been summarised as follows (Comments in full are in the Appendix):

- Could cause congestion at school run times
- Cycle lanes are not used
- Needs better parking enforcement (x4)
 - not dropped kerbs and tactile paving
 - need bollards to stop pavement parking
 - Parking on junctions makes driving and cycling dangerous
- Don't want build-outs
- Locations closer to Hangleton Primary are higher priority due to corner parking

Officer Responses (see previous comments)

Improved pedestrian facilities will encourage more people to walk or 'park and stride' the last bit of the journey.

No cycle lanes are proposed here.

Locations were identified by officers in relation to routes to the new development sites.

Northeast Drive/ Park Rise

	Number	%
Yes	86	81.9
No	11	10.5
Don't know	8	7.6
Total	105	100

Respondents' comments on Northeast Drive/ Park Rise have been summarised as follows (Comments in full are in the Appendix):

- Priority should be uneven paving slabs
- Don't support corner build outs (x4)
- Hangleton Primary locations should be a priority
- Not sure how it will reduce speed/ reduce the speed in the area
- People need to park somewhere
- The park road is too narrow for cars parking overnight forcing them to park in Larkhill which in turn will lead to bus delays
- More double yellow lines/ enforce parking

Officer Responses (see previous comments)

Uneven paving slabs are a maintenance issue which should be reported to Highwaysbasicmaintenance@brighton-hove.gov.uk

Vehicles will slow at tighter corners and tend to accelerate where corners are swept back.

Hardwick Way/ Harmsworth Crescent

	Number	%
Yes	88	83.0
No	9	8.5
Don't know	9	8.5
Total	106	100

Respondents' comments on Hardwick Way/ Harmsworth Crescent have been summarised as follows (Comments in full are in the Appendix):

- Don't want build-outs / corner build-outs (x3)
- Want build-outs
- Area near Hangleton Primary are a higher priority

Hangleton Way/ Dale View/ Hangleton Gardens

	Number	%
Yes	88	81.5
No	12	11.1
Don't know	8	7.4
Total	108	100

Respondents' comments on Hangleton Way/ Dale View/ Hangleton Gardens have been summarised as follows (Comments in full are in the Appendix):

- Don't want speed bumps/ cushions/ raised tables (x5)
- Need enforcement
- Want speed calming nearer to Hangleton Way/ Hangleton Road junction
- Don't want pavement build-outs (x2)
- Proposals don't take extra traffic into account
- Want to see the bus routes
- Needs a few crossings in key areas (and other areas e.g. Poplar Drive/ Northease Drive)

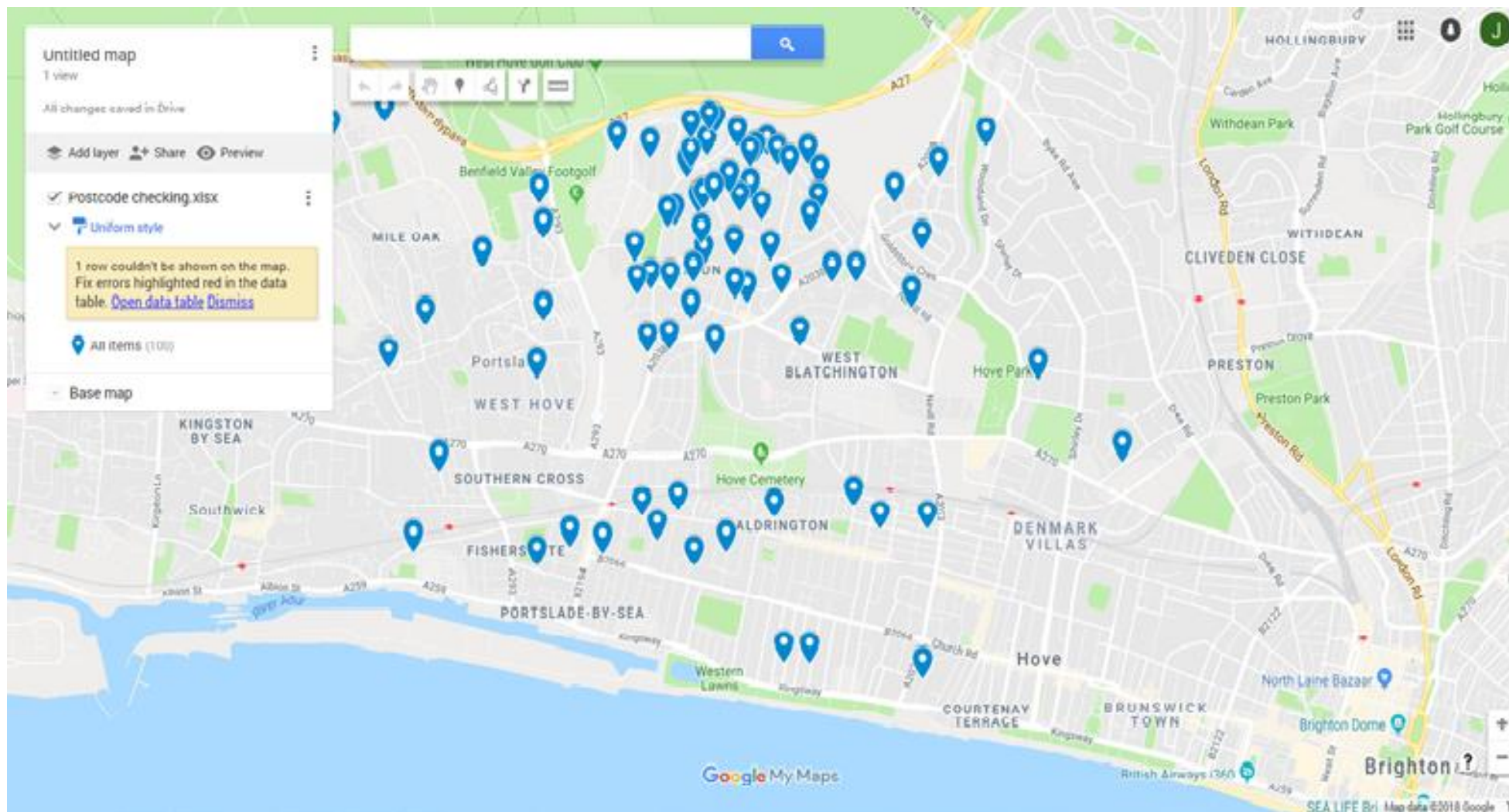
Officer Responses (see previous comments)

Speed monitoring and school leadership feedback suggests speeds are too high at this location.

Traffic volumes have been considered in designs which are focused on making pedestrians and cyclists safer.

Further crossing requests should be directed to the Crossing Request scheme.

Respondents who gave postcodes: 48 responses were from property addresses within the consultation area and 52 from outside the area. The distribution of postcodes was as follows:



Demographic Information

Age	Number	%
18-24	1	1.1
25-34	10	11.1
35-44	38	42.2
45-54	30	33.3
55-64	7	7.8
65-74	4	4.4
75+	0	0
Total	90	100

Gender	Number	%
Male	24	25.3
Female	71	74.7
Other	0	0
Total	95	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	88	97.8
No	2	2.2
Total	90	100

Disability	Number	%
Yes, a little	6	6.7
Yes, a lot	2	2.2
No	82	91.1
Total	90	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	1
Sensory impairment	0
Learning disability/ difficulty	0
Long-standing illness	5
Mental health condition	4
Development condition	0
Autistic Spectrum	0
Other	0

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	86	88.7
	Irish	1	1.0
	Gypsy or Irish Traveller	0	0
	Any other white background	5	5.2
Asian or Asian British	Bangladeshi	0	0
	Indian	0	0
	Pakistani	0	0
	Chinese	0	0
	Any other Asian background	0	0
Black or Black British	African	0	0
	Caribbean	0	0
	Any other Black background	0	0
Mixed	Asian & White	4	4.1
	Black African & White	0	0
	Black Caribbean & White	0	0
	Any other mixed background	1	1
Any other ethnic group	Arab	0	0
	Any other ethnic group	0	0
Total		97	100

Sexual Orientation	Number	%
Bisexual	0	0
Gay Man	1	1.1
Heterosexual/ straight	90	97.8
Lesbian/ Gay Woman	1	1.1
Other	0	0
Total	92	100

Religious Belief	Number	%
I have no particular religion or belief	39	41.9
Buddhist	2	2.2
Christian	48	51.6
Hindu	0	0
Jain	0	0
Jewish	0	0
Muslim	0	0
Pagan	1	1.1
Sikh	0	0
Agnostic	1	1.1
Atheist	2	2.2
Other	0	0
Other philosophical belief	0	0
Total	93	100

Are you a carer	Number	%
Yes	11	11.5
No	85	88.5
Total	96	100

If yes, do you care for a:	Number
Parent	7
Partner or Spouse	1
Child with special needs	2
Friend	0
Other family member	1
Other	0
Total	11

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0	88	100
Have you ever served in the UK armed forces?	1	1.2	85	98.8
Are you a member of a current or former serviceman or woman's immediate family/ household?	5	5.7	82	94.3

Full comments

Hangleton Way Crossings - Comments

No consideration has been given to the children who live in Goldstone Crescent. Several children from Aldrington primary school will be going to the new Kings school next year, many of whom live in the popular Goldstone Valley area. To walk to Kings, some will have to walk up the busy Hangleton Road to the crossroads at St Peters Church and try and cross this very busy road, with cars coming from 4 different directions. This is not safe at all. There is also no access to cross the road further down on King George V1 Avenue (a dangerous road) as no public pathway on the other side. This whole area has been overlooked in your plans and needs to be looked at as soon as possible.

Can you also make sure that all the paths in Hangleton park are clear from overgrown bushes and fallen leaves, please? The paths are so narrow that is not even enough space for two people to walk next to each other i.e. me and my child, not to mention impossible for disabled people. Thank you

Double yellow lines do absolutely nothing for school parkers. We are on poplar avenue and people constantly park on double yellows blocking the corners. Bollards are needed as well as double yellows in my opinion.

Having been here for 10 years, I have seen all sorts of idiotic parking; and I feel that without perhaps CCTV, or personnel to enforce the restrictions, some, maybe many drivers will still park just where they like. ("It's only for a few minutes" will be their excuse.)

Having lived in Hangleton Way for over 30 years I know that unless there is parking enforcement at all times then the double yellow lines and dropped kerb are a waste of time as people will still park on both. The raised table will also be useless as when the parents are picking up and dropping off traffic cannot get along that piece of road at more than about 5 mph anyway.

I do not Support the proposal of making the entrance to Hardwick Road any narrower than it is. As it is, when a bus approaches the top of Hardwick Road turning right, vehicles wanting to turn left from Hangleton Way have to wait partially on Hangleton Way to allow the bus its turning circle. At busy times this leads to a tail back on Hangleton way up to and beyond the corner with Amberley Drive. Widening both corners at the top of Hardwick Road, utilising the completely REDUNDANT grassed corners would alleviate this problem. What you are proposing will make it worse.

I don't understand why the bus stops are being made bigger on Hangleton Way when the last stop is Hardwick? Is there going to be a new bus route that means 100s of school kids aren't outside my house on Hardwick road? Raising curbs isn't going to do anything the bus stops need to be moved away from the houses in Hardwick road.

I like the idea of all of these except extending pavements, it always makes it a nightmare for drivers trying to get through and I actually think sometimes encourages bad driving as drivers try to squeeze through and navigate them.

I'm not a traffic/pavement expert so respect the council's plans.

It is difficult to see where the bus stops are in relation to the new crossing by the schools. If children have to walk 'backwards' to get to the bus stop they are unlikely to use the crossing. It would be beneficial to have a lollipop lady/man outside the school based at this crossing.

It would be good to have road crossings near to bus stops so that children getting off the bus can cross the road safely - thinking about the route (in a child's mind) from bus to school entrance and from school entrance to bus stop home. You should consult with children to understand their behaviour!

Raised kerbs at the bus stops are fine (and sensible). However if these are also build outs, they will stop the flow of traffic along the top of Hangleton Way and cause even more congestion than we already experience. They could also stop emergency vehicles getting through. Please don't put build outs here!

Raised tables are not a good idea as they cause damage to vehicles due to many vehicles having low profile tyres and therefore the body of the car being very close to the ground. Pavement extensions are also a very bad idea causing chaos and danger for both motorists and pedestrians - ref. the extensions built on Fonthill Road Hove. There have been many near misses as vehicles attempt to turn around these where the road has been greatly narrowed and I myself have had many close shaves attempting to cross here when vehicles have mounted the pavement in an attempt to avoid other vehicles turning.

Speeds bumps on the corner of Amberley Drive / Hangleton Way should be installed. This is a dangerous corner on which people travel way too fast.

the roads are too narrow there is no parking enforcement and people park where they like. built out would be dangerous and not let children see crossing road

Why is there nothing in this plan that covers ANYTHING to the EAST of the new site? As Aldrington Primary School is one of the main feeder schools to King's it is utter madness that this has not been addressed. There is not enough as it is for all the children who live in the Goldstone valley area to get to their existing schools of Aldrington, Blatchington Mill and Hove Park Upper. Goldstone crescent doesn't have one single crossing and it is an extremely busy road at peak times. Once King's is in the new site all three of my children should be able to walk there - negating the need for car or bus transport but how will they do that safely with nowhere to cross these huge roads. It's bad enough that with my eldest having just started King's he cannot get a bus there. There is one route which goes in the opposite direction once a day. Please look carefully at where ALL the children will be coming from.

Would like to know what route the bus(es) will be taking and if they will affect our road.

Downland Drive/ Hangleton Way

As a resident of Downland drive I personally believe that corner is a major hazard to drivers and pedestrians. I believe Downland drive should be made one way at that top end to stop silly driving, parking or crossing.

Changing the give way markings is sensible and should help to allow traffic to flow more easily. I am concerned though that the new crossing points are very close to the corner - this is a very busy area at school pick up/drop off times, and unless cars are travelling very slowly this could make it a dangerous crossing point. Perhaps it needs a speed bump just before the corner to force cars to slow down?

Consider closing this top end of Downland Drive to through traffic, so as it could become a much safer pedestrian and cycle route for school pupils approaching from the South due to absence of through traffic if the end were closed.

How far down Downland Drive will the double yellows go. This will affect residents massively not only on Downland Drive bus surrounding areas due to traffic parking on other roads instead.

I don't drive so difficult for me to understand how this will help.

I live on this street. It does not mention the effects on residents. I'd like to see images of the proposed changes as it is not clear from the brief description here hbrandson@live.co.uk

Same point re built out pavement.

Signs up to communicate new give way junction to ensure people who have always used this route know they now have to stop.

Speed bumps should be installed to prevent speeding on this busy corner

The turning on that corner is tight especially when confronted with a bus (from a car drivers perspective) the sheer volume of traffic will cause blockages and delays, and I don't think any amount of give way signs will help...it's going to be a nightmare

Amberley Drive/ Poynings Drive junction changes - Comments

A couple of extra spaces aren't going to help the extra cars. Is already a nightmare without adding 1000 more students and cars. The road will just be blocked.

Additional parking to replace that lost would be good.

Additional parking will become a free for all and encourage double parking. This can be seen on poplar avenue where it meets Northease Drive at school run time.

All of this appears to be having yet a further impact on the issues of parking and not enough space for car drivers.

Are the parking bays from residents or to encourage people to drop off their children in these areas. It's not clear

As previously stated, unless CCTV or enforcement is used the idiots will STILL park there.

At least this road's parking facilities have been thought about. We at the top of Hardwick Road will be unable to park anywhere near our own homes!

But how much actual parking will that give?

double yellows do not stop people parking there, I live near hangleton primary and school traffic park on them daily and block visibility of the junctions.

Need a visual representation to understand what is proposed

So long as there is parking around the school for visitors and safe drop off points!

The roundabout is a useful turning point and stops people doing 3 point turns as they are able to use the roundabout to turn back, less congestion and less likely of someone reversing into something

This is a main passing point for buses

Hangleton Way/ Stonecroft Close - Comments

Again building the road out just causes problems at times. I would prefer to see zebra crossings at places where you are expecting people to cross.

Are people actually going to pay attention to double yellow lines....as they don't now

Same comment re built out pavement.

The plan for this junction doesn't make it clear where the pavement corner build outs will be located. If these are substantial they will create a pinch point on this corner, making it even more dangerous for both drivers and pedestrians. We need clear sight lines here, perhaps with double yellow lines on the south eastern corner to stop vehicles parking and blocking the view of traffic in both directions. Plus it doesn't seem to include a safe crossing point for people who have walked up on the eastern side of Hangleton Way who will then turn right and need to cross to the north side.

These roads are already narrow and busy!

This junction only needs double yellow lines that are enforced. Corner build outs will only cause problems when two buses traveling in opposing directions meet at the bend. It will leave them with nowhere to go other than reversing back up the road.

with parking enforcement

Hangleton lane

A293 needs some sort of formal crossing or foot bridge. This area needs the most focus and would benefit from the spend rather than changing the junction at Hangleton Valley Drive.

Adjustments to crossing on A293 are better but still not easy for school children to cross.

cycles should be on the road

Don't like the idea of giving priority to Hangleton Way, at rush hour, people on Hangleton Valley drive would struggle to pull out as the traffic is constant, is there not space to put a mini roundabout in instead - I feel this would be a better option.

I agree with changing give ways to give priority to Hangleton Lane - I cross this junction regularly and have seen some near misses - certainly the traffic is much heavier on Hangleton Lane and it makes sense and would improve morning queues to give priority to that.

I agree with everything other than the shared use pavement for cyclists and pedestrians. I believe this will make the pavements a lot more dangerous for pedestrians, especially school children and the elderly.

I cycle to work and there are no cycle lanes anywhere around hangleton

I support a,c and d however, not b. The junction of Hangleton valley drive and Hangleton lane is already particularly hard to cross as a pedestrian and at certain times of the day an only be done so either by negotiating through the wiring cars or as a result of the goodwill of some drivers who stop and allow you to cross. I fear that if the flow of traffic is to change without some kind of pedestrian crossing such as a zebra or pelican crossing there could be serious injury to pedestrians.

I support option 2, changing of priority to Hangleton Lane. I would also support some type of crossing that gives priority to pedestrians - either zebra or traffic light controlled - to aid crossing of both Hangleton Lane and A293 by pedestrian.

My preference would be for Option no in viewport B, changing the give ways.

Option 1 is preferred. Option no will encourage traffic to speed up all along Hangleton Lane. I am concerned that there are no plans to improve crossing points over Hangleton Way at Town's corner, on the south side of the mini roundabout. There is likely to be a higher volume of traffic along Hangleton way, and many children cross at this point after getting off the bus to Hove Park school or on their way to/from Hangleton primary school.

Option 2 is the most sensible. It will help to improve traffic flow as most vehicles approach the roundabout from Hangleton Lane and not from Hangleton Valley Drive. Pavement extensions are fine as long as they are using verges and not road space.

Really busy area already - widening pavements and thereby narrowing busy roads is going to create further bottlenecks of traffic which increases pollution and road rage!

Should the twitten have lights for use in winter months?

The junction of Hangleton lane with Clarke Ave and court farm road is treacherous. There is no safe way to cross the top of court farm road. I walk this way from school with my children each day and we have to run between the traffic light timings. An accident waiting to happen. There will be more children using this route in the future.

There currently is a lot of speeding and aggressive/antisocial driving on Hangleton Lane (and continuing onto Hangleton Road and west way).

This roundabout needs a zebra crossing on the old Shoreham road arm of the roundabout. Both ways so we can cross from Fox way to Hangleton lane. I don't mind which of those options are used but I'd rather pedestrians were prioritised over cars as currently it's like taking children to play chicken and relying upon drivers giving way to let us cross.

Viewport C essential. Zebra crossing at bottom of Hangleton Lane (before roundabout).

Benfield Valley - Comments

As a parent of a girl, I would not allow her to use these path ways, especially if alone. Even, spend the money on a formal crossing at the junction of A23 and Fox Way, so people can cross the fast road safely. This will benefit a lot of people, not just people travelling to school with improvements I think these path would still be too secluded . As previously stated.

Current lighting on Benfield Valley is insufficient and the pathway is very dark and unsafe at night

I support much better lighting, maintenance and cutting of planting to improve sightlines and visibility and CCTV to increase safety and security for pedestrians through these areas.

no comment as not as familiar with this stretch of road

no to subway

This will improve safety in winter months, very much needed.

Wider Area South of Hangleton Way - Comments

Could cause a lot of congestion at school run with Hove Park

Discouraging parking?? Where else would you like people to park as you are taking all their space? Building cycle lanes for cyclists that NEVER use them and constantly disobey the highway code is a waste of time and money. Dropping kerbs and tactile paving does not discourage parking when there is nowhere else to park!

Dropped kerbs are fine, build outs are not

I agree if there is some way of enforcing this!

Locations closer to Hangleton Primary are a higher priority due to corner parking for a decade or more making crossing with young children extremely dangerous and navigating streets by non-school cars very difficult.

more bollards to prevent pavement parking and better enforcement

Parking on junctions makes driving and cycling very dangerous and needs to be stopped

See comment re built out pavement

Northeast Drive / Park Rise - Comments

A priority in this area should be the paving slabs that pedestrians are expected to walk on. They are uneven and not safe. Walking to and from school on the school run I have seen at least 4 separate occasions where children have tripped over the uneven slabs either walking or on scooters and buggies have got caught on them also. All along Lark Hill and Poplar Avenue.

corner build outs daft

Dropped kerbs are fine, build outs are not

Locations closer to Hangleton Primary are a higher priority due to corner parking for a decade or more making crossing with young children extremely dangerous and navigating streets by non-school cars very difficult.

no to build outs, rest is fine

not sure how it will reduce speed. People drive up and down poplar avenue at 50mph plus sometimes.

People need to park somewhere???

Reduce the speed in this area? Have you actually driven round this area? There are parked cars galore and it is a narrow road due to the parking and buses. Do people actually speed round corners in this area???

See comment re built out pavement

The park road is too narrow. Cars parked overnight will find it impossible, forcing them to park in Larkhill and causing buses to be late

Would like to see double yellows extended as parents for Hangleton school already stop here and ignore ALL parking restrictions

Hardwick Way/Harmsworth Crescent - Comments

no to build outs

corner build outs daft you cannot take these corners at speed

I support the build outs in this area as there are very few vehicles using this access into Harmsworth Crescent

Locations closer to Hangleton Primary are a higher priority due to corner parking for a decade or more making crossing with young children extremely dangerous and navigating streets by non-school cars very difficult.

See comment re built out pavement

Would be good if it actually works!

Hangleton Way/ Dale View/ Hangleton Gardens - Comments

no speed bumps though please, they just make driving around local area unpleasant and uncomfortable.

All very good. However if no CCTV or law enforcement are in place many drivers will abuse all of these plans.

As a local resident, I would like to see the speed calming measures moved closer to the Hangleton Way/ Hangleton Road junction. Speeding traffic ignores the 20mph speed limit as it leaves Hangleton Road to Hangleton Way. This area is a popular area for dropping off children for school. Extra speed reduction measures that are closer to the junction would help with the extra danger.

As long as the pavement is not built out

Can speed reduction measures other than Speed Cushions be used, such as narrowing of road? Aren't these now environment un-friendly as they cause more traffic pollution?

I am concerned that none of these proposals takes into account the extra traffic that will be generated by people driving up Nevill Road and Court Farm Road, and accessing Hangleton Way via Poynings Drive. These roads are already very busy at school times at both Hove Park Upper School and Blatchington Mill and the extra traffic could easily create danger spots for children at these schools. I also question how efficient any of these safety improvements will be as parents will no doubt continue to park on corners, on pavement and on yellow lines, just as they do now. Some of this funding should be used for some sort of monitoring system to deter parents from parking where they shouldn't. It is bad enough now with only 300+ pupils at West Blatchington School. With well over 1000+ new students at the Kings School, the number of cars arriving along Hangleton Way will increase dramatically, and with it the danger to both pedestrians and of blocking to road to buses, dustcarts and emergency vehicles.

I would really like to see BUS ROUTES and how children from New Church Road travel to the new site. The majority of the children from Kings are from the BN3 area so I was hoping to see bus route servicing the school.

Most parents I know would love to cycle or walk to school every morning but in the real world All parents struggle to work around school hours there for have to use the quickest means of transport is the car and also for there on going journey to and from work so all the dropped kerbs wider pavement will not make people leave there cars at home . I think a few zebra crossings in a few key places would be as effective and cheaper .

See earlier comments re built out pavement and raised table.

Speed cushions are unnecessary, dangerous in that they seem to disintegrate badly, and very unsightly. The benefit of raised tables is also debatable.

Speed cushions do not work!

There is no option on this survey for further comments not relating to specific proposals. The junction between Poplar Avenue and Northease drive is awful in the morning and really dangerous for children crossing. There are a lot of children and carers which cross here and Poplar Avenue is a really busy road with many cars and buses. There needs to be a proper crossing installed here, either a zebra crossing or lights or at minimum a lollipop lady to help the children cross safely before somebody gets hurt.

This is great. The pavement on the small green /island is really needed.