

<b>Subject:</b>	<b>Whitehawk &amp; Kemptown Safer Routes to School Scheme</b>		
<b>Date of Meeting:</b>	<b>29 November 2016</b>		
<b>Report of:</b>	<b>Executive Director Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Matthew Thompson</b>	<b>Tel: 29-0235</b>
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<b>Ward(s) affected:</b>	<b>East Brighton and Rottingdean Coastal</b>		

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

- 1.1 Brighton & Hove City Council has statutory duties under the Road Traffic Act 1988 to prepare and carry out a program of measures designed to promote road safety, carry out studies into accidents arising out of the use of vehicles on roads where it is the highway authority and to take such measures as appear to the authority to be appropriate to prevent such accidents, including the construction, improvement, maintenance or repair and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on those roads. The Council also has a statutory duty to promote safe and sustainable modes of transport under the Education & Inspections Act 2006. The Council's Safer Roads Strategy for 2014-2020 supports continued casualty reduction efforts within an annual, data-led Safer Routes to Schools Programme.
- 1.2 Brighton Steiner School, City Academy Whitehawk, St Mark's C of E Primary School and St John's College have been selected within the Safer Routes to School programme for 2016/17 as a priority due to the number of collisions in the area involving pedestrians and cyclists during school journey times over the past three years. This report reports on school surveys and the public consultation, and seeks permission to proceed with the proposed Safer Routes to School Scheme measures to improve road safety on school journeys.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee approves the preferred scheme for the Whitehawk and Kemptown area, as outlined in paragraph 3.3 and shown in Appendices 1-6 of this report, and authorises officers to begin implementation including the advertising of any necessary Traffic Regulation Orders.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Safer Routes to School is an initiative that aims to improve routes to school making it safer for children and their parents and carers to walk, cycle or use public transport, thus providing increased travel choice for the journey to and from school. The initiative forms a key component of Brighton & Hove City Council's approved Local Transport Plan 2015/16 – 2018/19.

- 3.2 During the three academic years from 01 September 2012 to 31 July 2015 (within an 800m radius of the mid-point of Maresfield Road), there have been 12 collisions involving 1 cyclist and 11 pedestrians (including 5 children) at school journey times.
- 3.3 The measures recommended for implementation are summarised as follows (see Appendix 1 location map):
- A refuge on Wilson Ave south of the Henley Road junction, moving the start of the 30mph speed limit further up the hill north of Marlow Road.(Appendix 2)
  - Move the central island on Whitehawk Road north of the junction with Marlow Road further south, widening it, and adding a build out on the east side. (Appendix 3)
  - Move the dropped kerbs and tactile paving closer to the junction of Bristol Gardens with Church Place/ Manor Road.(Appendix 4)
  - Bus stop improvements on southbound side and a crossing point on Manor Road to the twitten leading to Bristol Gate. (Appendix 5 - See also paragraph 4.13 below).
  - New pavement on Whitehawk Hill Road between the lower and middle gates of St John's College with dropped kerbs. (Appendix 6).
- 3.4 The scheme will provide benefit to four participating schools which between them cater for almost 860 children. In addition to this, 260 students at St Joseph's RC (Roman Catholic) Primary School and Hamilton Lodge School (an Independent Special Educational Needs [SEN] school for deaf children) will also benefit. These improvements will further benefit the wider communities of Whitehawk and east Kemptown.
- 3.5 The headline results of the public consultation are as follows:  
Wilson Ave measure – 85% in favour  
Whitehawk Road measure – 92% in favour  
Manor Road junction – 77% in favour  
Manor Road bus stop – 92% in favour  
Whitehawk Hill Road pavement – 85% in favour.

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

- 4.1 Two comments were received during the public consultation regarding the roundabout at the southern end of Whitehawk Way where it meets Arundel Road, Roedean Road and Bristol Gardens. Children at the Steiner School, which is located on this junction, are anxious about the crossing points there (See summary below).
- 4.2 There is a regular (6-weekly) Royal Sussex County Hospital Liaison Group (HLG) meeting for residents attended by East Brighton and other ward councillors. The comments referred to in paragraph 4.1 have been passed to the senior officers involved in the HLG for further consideration.
- 4.3 As part of the planning permission that has been granted for the Royal Sussex County Hospital ("the Hospital") redevelopment (often referred to as the '3Ts'), the NHS Trust has proposed, and agreed to fund, new traffic signals at the junction of Eastern Road and Arundel Road. A report considering objections to

the Traffic Regulation Order required for this change to the junction layout is also on the agenda for this committee meeting.

- 4.3 The consideration of possible options to manage traffic access associated with the Hospital during the first redevelopment phase on the western side of the Hospital in Upper Abbey Road / Whitehawk Hill Road (including parking) is ongoing, although nothing has been finalised or agreed as yet.
- 4.4 As part of the Safer Routes to School scheme, the junction of Wilson Avenue and Roedean Road has also been considered for signal upgrades to include a pedestrian phase. The current equipment is over 16 years old and the council's Signals Team considers that a full replacement upgrade would provide the best long term value for money. The cost of this would be in the region of £100,000 and is therefore outside the budget of the current Safer Routes scheme. However, other potential sources of funding in the future for this improvement have been identified.
- 4.5 The concerns that have been expressed about existing traffic and crossing conditions will be considered further by taking account of the predicted increase in vehicle movements that are expected to occur on this part of the local road network as a result of the long-term demolition/construction period associated with the Hospital (3Ts) redevelopment, and its subsequent completion and occupation. If measures are considered to be warranted, it may be possible to use some of the funding secured as a planning obligation for transport improvements to mitigate the effects of the development.
- 4.6 The council's process for assessing Pedestrian Crossing Requests has recently identified and assessed a site outside the Co-operative supermarket on Whitehawk Road. In October this year, this committee was recommended, and agreed that, further technical scoping work and an allocation of funding for a crossing facility at this location should be approved.
- 4.7 Improvements associated with the new housing development on the junction of Whitehawk Road and Findon Road, as part of the council's New Homes for Neighbourhoods project, are likely to focus on the junction of Manor Way and on Findon Road itself.
- 4.8 Changes to parking at the northern end of Manor Hill are expected to significantly reduce the issues there which cause concern to pedestrians and bus users. Parking will be removed from the west side of the road to improve traffic flow and reduce delays for buses.
- 4.9 A number of comments were received from parents of students at City Academy Whitehawk about the crossing point on Whitehawk Way, south of Fletching Close. A few pupils also mentioned this is a place they feel unsafe. Officers are investigating technical issues around improvements to this site.
- 4.10 The junction of Manor Road and Manor Way was named by significant numbers of pupils at St Marks CofE (Church of England) Primary School (see 5.1.4) as a place they felt unsafe crossing the road. Officers are also investigating technical issues around improvements to this site.

- 4.11 Ward councillors, and those taking part in St Mark's CofE Primary School surveys have highlighted the complex junction of Maresfield Road and Manor Road as a place where they feel unsafe when crossing. The Road Safety Technician has assessed the site and has concluded that the current budget allocation would be insufficient to incorporate the sort of changes necessary to make the junction less complex. He also notes that there are no recorded casualties at this location. Road Lining on the junction is worn and this will be referred to the council's Lines and Signs Team for refreshing as part of their regular programme of works in Controlled Parking Zone (CPZ) H.
- 4.12 Road markings outside three of the school sites also need refreshing, and this will be referred to the Signs and Lines Team. City Academy Whitehawk is outside the CPZ but lining and signage to direct pedestrians to 'twittens' (cut-throughs) will also be added using 'Section 106' funding secured by legal agreements for the planning permissions for flats being built on land owned by the Wellsbourne Medical centre on Whitehawk Road.
- 4.13 The bus shelter in the measure proposed at Appendix 5 (Map 2E) will be installed at a later date, when current negotiations about the citywide bus shelter contract have been concluded.
- 4.14 School managers at St Mark's CofE Primary School are concerned about the recent incident (not included in the Police's collision figures quoted at 3.2) outside the southern gate to the staff car park, which they do not want used as a pedestrian entrance. Officers from the council's Road Safety and Health and Safety Teams met with the Head teacher in July regarding the incident and have subsequently discussed the gate layout with the Diocese. The school has introduced droppable bollards to deter pupil 'drop-offs'. Parents and pupils approaching from the south are encouraged to use the school crossing patrol to enter via the northern entrance. The new Multiple Use Games Area [MUGA] south of the school site will be open to pedestrians, and the gate to the school's southern boundary and teachers' car park beyond will be reopened to pedestrians once works are complete.
- 4.15 The council's Sustainable Travel Transition Year project is working in the area up to end of March 2017. The project is working with residents and other users of the area to encourage sustainable transport use. A Walking and Cycling Permeability study is being carried out in this area to identify future improvements to encourage walking and cycling.

## **5 COMMUNITY ENGAGEMENT & CONSULTATION**

### **5.1.1 School surveys**

Brighton Steiner School, City Academy Whitehawk, St Joseph's RC Primary School, St Mark's CofE Primary School, Hamilton Lodge and St John's College were all invited to take part in the scheme. These survey findings will be presented to the schools and will form the basis of their renewed School Travel Plans (STPs).

- 5.1.2 Hamilton Lodge SEN School and St Joseph's RC Primary did not respond to the invitation to take part but have been consulted on final proposals as key

stakeholders. St Joseph's RC Primary has welcomed any improvements that can be made to increase the safety of journeys to school for children.

#### 5.1.3 Brighton Steiner Surveys

14 students named the Wilson Ave junction with Roedean Road as a place they felt unsafe. Nine named Whitehawk Road outside the school gate, 4 named Roedean Road on the roundabout and 3 named Bristol Gardens on the roundabout. Few parents responded but all those that did lived more than 2 miles from the site, reflecting the specialist nature of this independent school. None said they drove to the school, corroborating the pupils' responses, with all saying they either walked or took the bus.

#### 5.1.4 City Academy Whitehawk Surveys

Three parents mentioned the blind bend on Whitehawk Way south of Fletching Close as a problem to cross in their comments, and a further 7 pupils named this location as a place they felt unsafe. Whitehawk Road outside the school was named by seven pupils as a place they felt unsafe, while the twitten to the north connecting with Haybourne Road and Coolham Drive was a concern for 4 pupils because of motorcyclists using the path. One parent mentioned he/she would like to see some police action on this problem and suggested previous requests for enforcement have not been responded to. Many marked the twitten between Whitehawk Road and Chalvington Close as a cut through they used. The school has asked for some signage to make this route clearer to newcomers. Three pupils felt the northern end of Manor Hill was unsafe. A further two mentioned the Manor Hill junction with Maresfield Rd. Three were concerned about the junction of Whitehawk Road and Findon Way.

#### 5.15 St Marks C of E Primary Surveys

Seven pupils mentioned the junction of Manor Road and Manor Hill as a place they felt unsafe crossing. Five mentioned the junction of Manor Road and Maresfield Road. Four identified the lower (southern) gate of the school opposite Manor Gardens as a place they felt was unsafe. Two mentioned the Bristol Gardens junction with Manor Road, and two mentioned Whitehawk Road near the bus garage. Parents are concerned about the lower gate and the speeds of cars on Manor Road. Maresfield Road at the top of Manor Road was also mentioned.

#### 5.16 St John's College Surveys

No pupil or parent surveys were conducted, at the request of this mainly residential, SEN school. Staff travel surveys have been conducted and a new School travel plan is being drafted but these have not been completed at the time of the report writing.

#### 5.2.1 Ward Councillors and those of adjoining wards

East Brighton Ward Councillors have been on site visits with officers and have been kept informed about design plans. They were also invited to take part in the public event for the consultation. Rottingdean Coastal Ward Councillors have also been sent plans of the proposed measures, one of which adjoins their ward.

#### 5.2.2 External Stakeholders.

Sussex Police have no objection to the proposals. No other responses have been received.

- 5.2.2 A petition was received by this committee on 25 November 2014 signed by 1020 people requesting that the council to provide a pedestrian crossing at the southern end of Whitehawk Road (near the Steiner School and Post office). The petitioners claimed that the levels and speed of traffic had increased dramatically, causing a significant danger to local people and noted that the elderly residents of the adjacent nursing home and children at the school are particularly vulnerable road users in this area.
- 5.2.3 A subsequent question was asked by one of the petition organisers at the October 2015 committee meeting about progress on the requested improvements. The chair's response explained that Section 106 funding from the Hospital redevelopment for transport improvements would not be released until building commenced. Works associated with the redevelopment of the Hospital (3Ts) site are now beginning to progress, and therefore officers may be able to begin to consider or review pedestrian crossings in the local area during the next 12 months.
- 5.2.4 One of the petition organisers has responded to the Safer Routes to School consultation requesting pedestrian crossings on the Whitehawk Rd/ Arundel Road roundabout and suggests measures similar to the recent changes to the Seven Dials roundabout are needed. She believes such a measure would encourage children, families and pedestrians in general to continue walking by implementing robust measures to keep them safe.
- 5.2.5 All comments at 5.2.2 -5.2.4 above have been referred to senior officers involved in the Royal Sussex County Hospital Liaison Group (HLG) - see also 4.2 above. They will also be considered the Walking and Cycling Permeability study being commissioned by the Sustainable travel Transition year project - see also 4.15 above.

## **6. CONCLUSION**

- 6.1 The measures proposed in the consultation have a high degree of support and will address the concerns of the schools and wider school communities involved regarding journeys to school, and also improve general provision/conditions within the local neighbourhoods at other times. Other projects in the area will further address concerns raised leading to significant improvements that will help to encourage and increase walking and cycling access in the area.

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

### Financial Implications:

- 7.1 The capital costs associated to the report recommendation will be funded from the approved Local Transport Plan (LTP) capital programme, and Section 106 contributions. The approved capital budget for the Safer Routes to Schools programme in the 2016-17 financial year is £0.058m.
- 7.2 Any potential impact on parking income associated with the recommended measures will have financial implications on the existing Parking revenue budget within the City Transport service. It is estimated that the financial impact will be

immaterial and will therefore not require any amendments to current budgeted assumptions.

*Finance Officer Consulted: Steven Bedford*

*Date: 11/11/16*

Legal Implications:

- 7.3 The Council as a local authority has a statutory duty to prepare and carry out a programme of measures designed to improve road safety. The actions detailed in paragraph 3.3 of this Report and in the Appendices will assist in demonstrating that the Council is complying with its statutory duty.

*Lawyer Consulted: Stephanie Stammers*

*Date: 14/11/16*

Equalities Implications:

- 7.4 There are no equalities implications.

Sustainability Implications:

- 7.5 These measures aim to encourage walking and cycling to school by addressing sites where casualties have occurred and sites where people are concerned for their safety.

Crime & Disorder Implications:

- 7.6 There are no Crime and Disorder Implications.

7.7 Public Health Implications:

Schools will be asked to publicise the measures in the scheme so that all parents, carers, staff and pupils are aware of their purpose and intentions.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Location map for Whitehawk & Kemptown Safer Routes to School Scheme
2. Map 2A – Proposed measures in Wilson Avenue
3. Map 2B – Proposed measures in Whitehawk Road
5. Map 2C – Proposed measures in Bristol Gardens
6. Map 2D – Proposed measures in Manor Road
7. Map 2E – Proposed measures in Whitehawk Hill Road

