

TR9 Pedestrian priority areas

Planning permission will be granted for developments that are designed to take into account the need to introduce pedestrian priority measures into the areas listed below, together with any additional areas that may be identified during the plan period.

The following areas have been identified as pedestrian priority areas :

- a. Ship Street/Old Town Area; (pedestrianisation and pedestrian priority measures) and**
- b. Boundary Road/Station Road (pedestrian priority measures)**

Additional areas will be identified via the Local Transport Plan

- 1.32 The economic well-being of Brighton & Hove relies on people being able to move safely around the centre and the district shopping centres. Measures implemented in recent years have aimed to reduce the dominance of the car and enhance the shopping environment for pedestrians. In order to protect lives and improve the quality of life for residents, it is necessary to restore priority to pedestrians. Pedestrian priority means creating areas that make it easier for pedestrians to move around and can include better crossing points, pavement widening and traffic calming. 'Pedestrianisation' involves excluding motor vehicles from areas for all or part of the time. Full details of any scheme would be the subject of public consultation prior to implementation. It remains important however, that freight deliveries can be made efficiently and that bus services can deliver customers to the area. Pedestrian priority areas must also reflect the needs of people with disabilities who may rely on the use of a car.

TR10 Traffic calming

Planning permission will be granted for developments that are designed to support traffic calming measures that may be identified during the plan period.

As part of the traffic calming process Home Zones may be identified during the plan period in residential areas where there is an open space deficit and no opportunities for children's play without crossing busy main roads.

- 1.33 The Local Transport Plan identifies residential areas as having a requirement for traffic calming when:
- traffic from other areas takes short cuts through particular streets;
 - the area has a high accident record;
 - the area is close to schools, retirement homes and hospitals; and
 - pedestrian movement requires a higher priority in the area.
- 1.34 In areas where there is a shortage of open space and children have to cross busy roads to reach their nearest play area, 'Home Zones' may be identified during the plan period. In such zones, traffic speeds could be reduced to 10 mph or less. In traffic calmed areas or Home Zones, through traffic will be discouraged and areas may be set aside for seating, meeting and opportunities for informal play for young children.