

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 32

Brighton & Hove City Council

<b>Subject:</b>	<b>North Street Mixed Priority Route (MPR) Road Safety Scheme – Stage 2</b>		
<b>Date of Meeting:</b>	<b>4 July 2008</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Owen McElroy</b>	<b>Tel:</b> 29-0368
	<b>E-mail:</b>	owen.mcelroy@brighton-hove.gov.uk	
<b>Key Decision:</b>	No	Forward Plan No. N/A	
<b>Wards Affected:</b>	St Peters & North Laine, Regency		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The MPR project consists of a comprehensive package of engineering and supporting 'softer' measures that include an education and publicity strategy to increase and improve road safety awareness and reduce and prevent future casualties. It will enable the authority to meet its legal duty to promote road safety and to address the Key Performance Indicator of reducing casualties classified as killed or seriously injured (KSI's). It will also improve the public realm of the City centre improving its environment and economic viability

#### 2. RECOMMENDATIONS:

- 2.1. The Cabinet Member for Environment is recommended to:

- 2.1.1 Approve a preferred scheme for stage Two of the North Street Mixed Priority Route (MPR) scheme as detailed in Appendix A which includes:

- a) The creation of a high quality public space at the Clock Tower/Quadrant for pedestrians;
- b) Making Ship Street one way southbound only from its junction with North Street to its junction with Duke Street; and
- c) Retention of the North Street/East Street mini roundabout junction.

- 2.1.2 Authorise the detailed design together with the advertising of orders under the Road Traffic Regulation Act 1984 in respect of elements of the preferred scheme.

- 2.1.3 Authorise that the Director of Environment implements Stage Two of the MPR scheme in the 2008/9 financial year, within the budget available, subject to the satisfactory resolution to any representations received following the advertisement of the Traffic Orders.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The route from the Old Steine through Castle Square and North Street to Churchill Square was identified in the Road Safety Programme 2007/08 – 2009/10 report of 9<sup>th</sup> November 2006 to Environment Committee of being of high priority and requiring improvements. Funding was obtained for a Mixed Priority Route (MPR) safety scheme in the form of a Road Safety Partnership Grant from the Department for Transport (DfT) for the years 2007/08 and 2008/09, with additional funding from the Local Transport Plan also being agreed for the scheme.
- 3.2 The MPR scheme has been designed to address the high level of bus/pedestrian collisions in this transport corridor and has been undertaken in partnership with Sussex Police, Brighton & Hove Bus Company, and local community and traders groups. A project board has assisted in developing the scheme.
- 3.3 The Stage 2 MPR preferred scheme consists of a mixture of road safety engineering measures and improved street design, such as new pedestrian crossings, wider footways with appropriately located street furniture e.g., benches and cycle parking, and vehicle loading bays. The main elements of the preferred scheme that are proposed following the consultation and the receipt of initial safety audits include:
- The creation of a high quality public space at the Clock Tower/Quadrant for pedestrians
  - making Ship Street one way southbound only from its junction with North Street to its junction with Duke Street
  - Retention of the North Street/East Street mini roundabout junction

### **4. CONSULTATION**

- 4.1 The City Council's work on improvements to North Street and surrounding streets will enhance the safety of pedestrians and road users. As part of the design, a survey was carried out to gather how the public and business felt about proposed changes and invited them to highlight issues and offer solutions of their own. By consulting the public, it is expected that any changes will bring the maximum benefit to all the users of the North Street area.
- 4.2 As part of a fuller public consultation, around 2000 questionnaires were posted to local residents and traders in and adjacent to the North Street area, including the Old Town. In addition a public exhibition was held over two weeks in the Chapel Royal in North Street, with a further four days at Brighton Town Hall and was promoted in the regional press. Those who attended the exhibition were invited

to respond to the survey via an electronic kiosk that was in operation for the duration and alternatively residents could also respond to the survey on the internet or post. A total of 587 questionnaires were completed and returned. A summary of the options presented in the consultation and the responses received appears in Appendix A. This appendix also includes the officer recommendation in the light of those responses.

4.3 In headline terms the response to the consultation indicates that:

- nearly 90% supported improved pedestrian crossings at the Clock Tower/Western Road junction along the corridor;
- 45% supported a pedestrian area only at the Clock Tower and 53% supported a shared space for pedestrians and cyclists;
- 45% supported the option to close the North Street/Ship Street junction, and 22% and 27% respectively supported making Ship Street northbound for a short section and closing a section of Ship Street between Duke Street and Prince Albert Street
- 50% supported the option to retain the existing North Street/East Street mini roundabout and 47% supported a new T-junction priority junction;
- over 90% supported improved pedestrian crossings along the MPR corridor;
- 85% supported pavement widening along the corridor for pedestrians and street furniture;
- nearly 90% supported the provision of level surfaces for pedestrians at road junctions; and
- over 85% supported tree planting in North Street.

4.4 Stakeholders who gave their views included: Regency Ward Councillors, Sussex Police, Brighton & Hove Bus and Coach Company, Bus Users (UK), Bricycles, Sustrans, Living Streets, The Brighton Society, Gehl Consultants, and representatives of local businesses and the taxi trade.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial implications:

5.1 The capital cost of the implementation of stage 2 of this scheme is estimated to be in the order of £875,000. Within 2008/09 £625,000 has been allocated from the Local Transport Plan (£250,000 Road Safety Engineering budget, £375,000 North Street Urban Realm budget) and £250,000 from the DfT Road Safety Partnership Grant

5.2 For 2008/09 total funding of £176,000 has been allocated from the DfT Road Safety Partnership Grant; (£144,000 for the year and an agreed carry forward of £32,000). This will cover staff costs, education, training publicity, monitoring and evaluation of the scheme.

Legal Implications:

- 5.3 Before implementation, all relevant procedural requirements will need be dealt with. For example, it will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any unwithdrawn objections or representations to be considered before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

*Lawyer consulted: Liz Culbert*

*Date: 2 May 2008*

Equalities Implications:

- 5.4 The proposed measures will be of benefit to many road users, especially pedestrians, and those with mobility difficulties.

Sustainability Implications:

- 5.5 The proposed improvements will facilitate a safer and more attractive environment for all users through balancing their needs, particularly between pedestrians and vehicles in terms of the space available.

Crime & Disorder Implications:

- 5.6 The implementation of the scheme will result in a more attractive and vibrant environment, which should increase activity levels in the area, and discourage crime and disorder

Risk and Opportunity Management Implications:

- 5.7 Failure to complete the scheme on time would result in the loss of part or the entire DfT element of the funding. Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs have been implemented.

Corporate / Citywide Implications:

- 5.8 The mixed priority route scheme will contribute towards the following corporate priorities. Through the reduction of road casualties and enhancement of the public realm it will protect the environment while growing the economy and by improving access for vulnerable pedestrians it will reduce inequality by increasing opportunity.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The primary objective for the North Street MPR corridor is to address the particular road safety problems that have resulted in casualties to people and therefore casualty data have been taken into account in designing appropriate engineering measures. Where possible to do so, options were designed for consideration through the consultation at the three key locations described earlier in the report, taking into account any previous consideration of those locations by officers e.g. the Clock Tower junction.

- 6.2 A summary of the options consulted on for particular locations along the MPR corridor, and the responses received are set out in Appendix A.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To seek approval of the preferred scheme and for the implementation of Stage Two of the improvements to the North Street Mixed Priority Route road safety scheme, following public consultation.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A – summary of consultation and recommendations.
2. Appendix B – summary of representations received
3. Appendix C – indicative plan of preferred scheme

### **Documents in Members' Rooms**

1. Stage 2 North Street MPR consultation questionnaire – February 2008

### **Background Documents**

1. None

