

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 27

Brighton & Hove City Council

Subject:	Woodingdean Crossroads – proposed public consultation		
Date of Meeting:	23 July 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	Andrew Renaut	Tel: 29-2477
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Key Decision:	No		
Wards Affected:	Woodingdean		

FOR GENERAL RELEASE.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The junction of the B2123 (Falmer Road)/Warren Road/ Warren Way, locally known as Woodingdean Crossroads, was identified and agreed as being one of 26 high risk casualty reduction sites by council's Environment Committee in November 2006. In March 2009, the Cabinet Member for Environment approved the need for further engineering design work to be carried out to ensure that a scheme could be constructed adequately and safely to also address a number of other issues that exist at the junction. These included measures for reducing delays to car drivers, assisting pedestrians and cyclists, and upgrading and maintenance of the traffic signals and road surface respectively.
- 1.2 The purpose of this report is to explain the outcome of the design work and to seek permission to consult with the local and wider community.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Environment approves the initial principles of the proposals to improve Woodingdean Crossroads as set out in Appendix A.
- 2.2 That the Cabinet Member for Environment authorises the Director of Environment to undertake consultation with the local community and wider interest groups within the city on the proposals and to report the outcome of the consultation to a future Environment Cabinet Member Meeting in 2009.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 An initial report explaining proposed improvements to Woodingdean Crossroads was considered by the Cabinet Member for Environment on 26 March 2009. At this meeting it was agreed that:

- an appropriate level of funding be included in the 2009/10 Local Transport Plan capital budget allocation to enable consultation and construction of the Woodingdean Crossroads scheme; and
- that the Director of Environment is authorised to finalise the engineering design for the junction and to report the outcome of that work to a future meeting.

3.2 The further design work that has been carried out has enabled officers to finalise the principles of the proposals for the junction. These are outlined below.

Principles of the scheme

3.3 The main elements of the proposal put forward for consultation include:

- changing the southbound, B2123 Falmer Road approach to the junction from one to two lanes by utilising part of the existing verge (and slightly relocating part of the footway), south of 558 Falmer Road, to reduce driver delays;
- altering the Warren Way approach into the junction to create some additional space for left turn and straight ahead traffic, with a dedicated lane for right turns into Falmer Road (north) to reduce delays;
- upgrading the ageing traffic signals with the latest energy efficient equipment; and install new traffic signal technology that will optimise the control and movement of people and vehicles through the junction;
- improving the crossing facilities at the junction for pedestrians, across the busy Falmer Road, Warren Road and Warren Way, with Advanced Stop Lines for cyclists in accordance with current practice; and
- maintaining the road surface in the region of the junction.

Options for consultation

3.4 The proposals also include some alternative suggestions for minor amendments to parts of the design, the locations of which are indicated on Appendix A. These include:

- the alignment of the pedestrian crossing point on Falmer Road (northside); and
- the parking and loading arrangements on the south side of Warren Way on the approach to the junction. These include options that involve an Advanced Stop Line for cyclists and the alignment of the pedestrian crossing point on Warren Way.

4. CONSULTATION

4.1 Following the analysis of survey data, a number of site visits and discussions with local members, a proposed scheme has now been prepared. In order to engage with, and seek the views of, the local community and other interest groups within the city, it is necessary to undertake wider public consultation. This will be carried out at an appropriate and accessible local venue. The outcome of the consultation will be reported back to a future Environment Cabinet Member meeting to enable a preferred scheme to be considered and potentially agreed.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Capital – The current estimated cost of public consultation and implementation of the proposed design set out in Appendix A will be between £350,000 and £400,000. The allocation of funding for the 2009/10 LTP capital programme was agreed in March 2009 and included provision for consultation and works to begin on this junction, if a preferred scheme is agreed by the Environment Cabinet Member. The costs will be met from a number of different headings within the LTP allocation, such as Road Safety Engineering, where there is a budget of £400k, Traffic Control Equipment, having a budget of £150k and Walking and Cycling Facilities with £700k.
- 5.2 Revenue - The introduction of new traffic signal equipment will reduce future maintenance and power costs funded out of revenue budgets.

Finance Officer Consulted: Karen Brookshaw Date: 18/06/09

Legal Implications:

- 5.3 There are no direct legal implications associated with seeking permission to consult on proposals to improve the crossroads junction. All relevant procedural requirements will need to be undertaken, such as the advertisement of Traffic Orders and consideration of any representations and objections, before any final decision is taken to implement any proposals. There are no human rights implications to draw to the Cabinet Member's attention at this stage.

Lawyer Consulted: Elizabeth Culbert Date: 16/06/09

Equalities Implications:

- 5.4 There are no direct equalities implications associated with seeking permission to consult on proposals to improve the crossroads junction. The proposals include measures to assist and improve the movement of all road users, particularly those with mobility- and sensory-related disabilities. The consultation materials will be designed in accordance with council standards and an appropriate, accessible venue will be sought for the consultation.

Sustainability Implications:

- 5.5 The proposals being developed incorporate measures that will increase the choice and attractiveness for people to make use of sustainable forms of transport for some journeys, such as walking and cycling, and reduce the effect of congestion for local drivers and bus services.

Crime & Disorder Implications:

- 5.6 There are no direct crime and disorder implications associated with outlining and consulting on proposals to improve the crossroads junction.

Risk and Opportunity Management Implications:

- 5.7 There are no direct risk and opportunity management implications associated with outlining and consulting on the proposals to improve the crossroads junction. An initial safety audit has been carried out, and further safety audits will be required to ensure that safe designs are implemented.

Corporate / Citywide Implications:

- 5.8 By seeking to improve road safety and address local traffic congestion, these proposals will contribute towards the corporate priority to 'protect the environment while growing the economy'. Combining a number of different measures into one scheme will also result in achieving 'better use of public money'.
- 5.9 The improvements to this junction will also address concerns highlighted in the 'Traffic, Transport and Parking' section of the March 2009 Woodingdean Neighbourhood Action Plan.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Having been identified as a road safety priority in 2006, it is considered essential that measures are developed and introduced at this junction. The proposed design is considered to be the most appropriate to address the problems that have been identified. Subject to finalising a safe and satisfactory engineering solution, changes may be necessary as a result of consultation, prior to the approval of any preferred scheme. A number of options are also proposed for consideration as part of the consultation to address some specific elements of the proposed scheme, such as pedestrian crossing and loading/parking facilities.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 In order to seek the views of the local community in Woodingdean and wider interests in the city, such as other stakeholders, organisations and agencies, it is essential to:
- ensure that any proposed scheme can be built and is both safe and is cost effective; and
 - provide an opportunity for people to see and discuss the proposals with council officers and representatives, prior to approving a preferred scheme/design.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed scheme for Woodingdean crossroads

Documents In Members' Rooms

None

Background Documents

1. Road Safety Engineering Programme – Report to November 2006 Environment Committee
2. Woodingdean Crossroads – Report to March 2009 Environment Cabinet Member Meeting

