

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 54

Brighton & Hove City Council

Subject:	North Street Mixed Priority Route (MPR) Road Safety Scheme – Stage 2 Objections representations to Traffic Regulation Orders and Notice for Road hump entry treatments		
Date of Meeting:	11 September 2008		
Report of:	Director of Environment		
Contact Officer:	Name:	Owen McElroy	Tel: 29-0368
	E-mail:	owen.mcelroy@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No. <i>Procedural Rule 16 complied with</i>	
Wards Affected:	All	Regency, St Peters & North Laine	

FOR GENERAL RELEASE

The late inclusion of this item in the Forward Plan is because officers have been able to prepare the report earlier than anticipated following the closing date for objections to the Traffic Regulation Orders.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The North Street Mixed Priority Route (MPR) Stage 2 proposals are an essential part of a road safety scheme 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 Buses, and local community and traders groups.
- 1.2 Approval of the preferred scheme together with authority to advertise Traffic Orders under the Road Traffic Regulation Act 1984 was given at the Cabinet Member Meeting (CMM) for Environment on 4th July 2008.
- 1.3 The Orders propose the introduction of a southbound traffic flow in Ship Street, between North Street and Duke Street, introduce loading bays and associated loading restrictions in North Street and parts of Ship Street and Western Road, remove the Taxi rank in North Street and introduce a shared taxi rank and loading bay in Castle Square. A notice has been advertised to construct flat topped road humps in King Place and Ship Street. The TRO notice is attached in Appendix A and the TRO plan is attached as Appendix B.
- 1.4 This report is to enable the Cabinet Member to consider objections and representations received to the various traffic orders proposed in connection with the above scheme and to seek approval for the proposals to be implemented in part.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves the Brighton & Hove City Council South Central Brighton Controlled Parking Zone (Area Z) Traffic Regulation Order 2007 Amendment Order No * 2008, Ship Street/North Street & King Place/North Street Road Hump Entry treatment.
- 2.2 That the Cabinet Member for Environment defers consideration of the Brighton & Hove (Ship Street) (One Way Traffic) Order 2008 pending the outcome of a related review by the Environment and Community Safety Overview and Scrutiny Committee.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 A number of objections have been received to the proposal for one way southbound operation in Ship Street, and an objection has also been received to the proposed shared taxi and loading bay in Castle Square on the grounds that it is not required. A summary of objections/comments received and officers' responses are attached in Appendix C
- 3.2 Issues raised in relation to measures agreed by the 4th July Environment CMM for Ship Street are subject to a review by the Environment and Community Safety Overview and Scrutiny Committee. Therefore, it is considered appropriate to wait until that committee has met and considered those issues before considering objections to the TRO measures in Ship Street
- 3.3 In accordance with the undertaking given in the Environment CMM report 4th July 2008 officers are giving further consideration to the inclusion of a northbound contraflow cycle lane between Duke Street and Ship Street.
- 3.4 It is possible to continue to proceed with the implementation of Stage 2 of the Mixed Priority Route scheme pending resolution of the issues concerning Ship Street.

4. CONSULTATION

- 4.1 The scheme proposals were put to public consultation at public exhibition in February/March 2008.
- 4.2 After further consultation with members and stakeholders detailed proposals were drawn up.
- 4.3 Advertisement of Traffic Regulation Orders subsequently followed, in accordance with statutory requirements. Notices were put on street for the 25th July 2008. The notice was also published in the Argus newspaper on the 25th July 2008. Detailed plans were also available to view at Hove Library, Jubilee Library and at the City Direct offices at Bartholomew House and Hove Town Hall.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

The full cost of implementing the scheme, including construction, signing and lining, amendments and advertisements for Traffic Orders will be met by the North Street Mixed Priority Route budget. This is detailed in the Environment CMM report and minutes for 4 July 2008.

Finance Officer Consulted: Karen Brookshaw

Date: 04/08/08

Legal Implications:

Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted:

Stephen Dryden

Date: 04/08/08

Equalities Implications:

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

Sustainability Implications:

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:

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:

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:

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 Mixed Priority Route 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. Options were considered as part of public consultation and approval for the preferred scheme was given at July Environment CMM.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval in part of the advertised traffic orders to enable implementation of the scheme, given that objections that have been received cannot be upheld.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – TRO Notice.
2. Appendix B – TRO plan
3. Appendix C - Summary of representations received

Documents in Members' Rooms

None

Background Documents

1. Environment CMM Report and minutes 4th July 2008
2. Proposed Traffic Regulation Orders and Road hump notice

