

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 45

Subject: Safer, Better Streets 2024/2025 Programme

Date of meeting: 05 December 2023

Report of: Executive Director, Economy, Environment & Culture

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Ward(s) affected: All

For general release

1. Purpose of the report and policy context

- 1.1 This report presents the results of the Safer, Better Streets (SBS) – Highway Improvement Prioritisation Framework assessments undertaken for 2023/24 and identifies the priorities for delivery over the next financial year, subject to available funding. This report also provides an update on the delivery of associated road safety improvement projects and recommends amendments to the SBs assessment process to better suit the objectives of the programme.
- 1.2 The SBS framework directly assists in delivering key priority areas for the Local Cycling and Walking Infrastructure Plan (LCWIP) and the emerging fifth Local Transport Plan (LTP5). It also contributes to building an integrated transport system, developing streets and places that encourage and enable safe active travel and support access to public transport.
- 1.3 This report is in line with the Council's statutory duties as the Local Highway Authority under the Road Safety Traffic Act 2006. This Act places a duty on Brighton and Hove City Council, as the Local Highway Authority, to take steps to reduce and prevent accidents, promote road safety and secure the safe movement of traffic (including pedestrians) on the roads.

2. Recommendations

- 2.1 That Committee notes the new SBS Priority List, included in Appendix 1, produced in line with the approved SBS assessment methodology.
- 2.2 That Committee grants approval for officers to progress design and construction work on the identified locations in the SBS Priority List 'Top Twelve Priority list' identified at Table 2 in this report, subject to funding, consultation and any required Traffic Regulation Orders (TROs) processes.
- 2.3 That Committee notes the changes to the SBS assessment process and

agrees the amended process in Appendix 2, to be used for future assessments.

3. Context and background information

- 3.1 The Safer, Better Streets process was agreed at the Environment, Transport and Sustainability Committee on 17 January 2023. The Council receives many requests from residents and councillors to tackle the impact that cars have on the city, these concerns relate to the number of vehicles using a route (rat - running), speed of vehicles and safety for pedestrians using a road or area.
- 3.2 The new SBS process was set up in response to residents' concerns about barriers to safe movement of pedestrians and cyclists. It was also set up in response to requests for highway infrastructure improvements via the Environment Transport and Sustainability Committee (now Transport and Sustainability Committee) and provides a process for petitions, deputations and requests to be assessed and reported back on a yearly basis.
- 3.3 This framework introduced a new methodology which considers a range of important social factors, local walking and cycling priorities and issues which affect pedestrian movement such as public perception of danger, the impact of crossings on community cohesion, access to key services and green space, and improvements for mobility impaired people. In publishing the results of the assessments on an annual basis, the new methodology provides a more coherent, transparent, and proactive approach to responding to requests from councillors and the community. It will also provide documented evidence of how concerns will be dealt with in a consistent manner.
- 3.4 To help ensure the council are undertaking effective assessments and to address residents' concerns quickly, officers have considered locations where works may be able to be carried out immediately, for example installing/improving signing and road lining. Locations that could be funded via Developer Section 106 funding contributions have also been considered.
- 3.5 The council has purchased two speed radar devices, which can be used to identify speed issues. The council also operates a priority list for Mobile Vehicle Activated Signs (MVAS) across the city and this will now be considered as part of the initial SBS assessment and deployed at locations, where speeding is identified to be an issue.

Safer, Better Streets associated projects delivered to date/in progress

- 3.6 Funding via a range of programmes will be combined under the SBS programme in future years. Schemes associated with SBS that have been recently delivered or are currently being delivered are listed below at Table 1, with more information on these schemes detailed in Appendix 4:

Table 1. Safer, Better Streets associated projects delivered to date/in progress

Scheme name	Associated scheme programme	Expected delivery year
A293 Roundabout (South Arm)	SBS / Pedestrian Crossing Programme 2023/2024	N/A
Hove Park Road/Shirley Drive	SBS / High-Risk Sites	2023/4 (delivered)
Surrenden Road at the junction with Harrington Road and Bates Road	SBS / Pedestrian Crossing Programme 2023/2024	2023/4 (delivered)
Coldean Lane	S278 works	2023/4 (delivered)
Whitehawk Road / Roedean Road / Bristol Gardens / Arundel Road	SBS / Pedestrian Crossing Programme 2023/2024	2023/4
Blackman Street / Trafalgar Street	SBS / High-Risk Sites	2023/4
Dyke Road Drive junction with A23 London Road	SBS / High-Risk Sites / A23 Active Travel Scheme Phase 1	2023/4
The Droveaway and Shirley Drive	SBS / S106	2023/4
Withdean Stadium pedestrian crossing	SBS / S106	2023/4
Clock Tower, North Street	SBS / High-Risk Sites	2024/5
The Avenue junction with Lewes Road	SBS / S106	2024/5
Old Shoreham Road adjacent to Hove Park and Goldstone Retail Park	SBS / S106	2024/5
Fox Way between Foredown Road and Chalky Road	SBS / S106	2024/5/6
Various signalised crossing upgrades – 92/103 in city upgraded in recent years with remaining 11 to be upgraded in upcoming years	SBS / Signalised crossing upgrades	2024/5/6
North Road / Queens Road junction	SBS / Road Safety Fund	2025/6

4. Analysis and consideration of alternative options

Top Twelve Priority List

4.1 Table 1 included below lists the top twelve scoring SBS locations. For each crossing location proposed, actions and funding sources have been listed. Those crossing locations achieving a ranking within the top twelve will be prioritised for Local Transport Plan (LTP) capital funding; they will be assessed by officers and where a safe design solution is identified this will be progressed and implemented, as per available funding and required consultation.

Table 2. SBS Top Twelve Priority List

No	Nature of request	Request Location	Total Score	Notes	Funding	Planned Delivery year
1	Pedestrian safety	Goldstone Villas / Clarendon Villas / Eaton Villas BN3 3TB	32.26	Previously part of the Hove Station Corridor scheme but paused due to requirements for a whole area improvement and associated funding constraints. Further design work required to progress as a standalone site; potential options may consider a raised table and pavement buildouts.	LTP / Section 106	2024/5 & 2025/26
2	Pedestrian safety	Holmes Avenue / Neville Avenue, Hove , BN3 7NH	27.07	Potential improvements would seek to enhance existing infrastructure and may consider a raised junction and pavement buildouts.	LTP	2024/5 & 2025/6
3	Pedestrian safety	Surrenden Road (at junction with Preston Drove), BN1 6LA	26.96	Potential improvements may consider pavement buildouts, lane narrowing and clearer pedestrian routes for crossing.	LTP	2024/5 & 2025/6
4	Pedestrian safety	Eastern Road at junction with Sutherland Road, BN2 0BF	25.38	Due to upgrades to the signalised crossing at the Freshfield Road junction just to the west of this location in 2024/5, no further improvements are planned for this site currently.	N/A	N/A
5	Pedestrian safety	Elm Grove / Hampden Road and de Montfort Road BN2 3ET	24.39	This location at Elm Grove/Hampden/de Montfort and the location at Elm Grove /Bonchurch Road which was on the previous Pedestrian Crossing programme 23/24 priority list, re- are expected to be funded from the council's Local Transport Plan capital programme, subject to the SFCR committee approving the transfer of funding from the Carbon Neutral Fund at its meeting on 7 December 2023. If the funding is transferred, subject to resource availability, officers will commence design and subsequent construction works at these two location as part of the SBS programme. Speeding concerns on Queens Park Road will also be refer to the SBS programme with a potential to install MVAS as a speed calming measure.	LTP – to be confirmed	2024/5 & 2025/6
6	Pedestrian safety	Fonthill Road / Newtown Road, BN3 6AA	24.00	Developer Section 106 funding was identified, and officers are currently progressing design works at this location. More information can be found at Section 3 of this report.	Section 106	2024/5
7	Pedestrian safety	Junction of Clarendon Rd and Goldstone Villas, Hove, BN3 3RS	22.99	To be progressed if funding if is identified / available following progression of higher-ranking locations.	Future funding to be allocated	
8	Pedestrian safety	Hartington Road / Lewes Road (or near Fairlight & St Martin), BN2 3HZ	21.29	This location is currently served by a School Crossing Patrol Officer and Fairlight Primary School is due to become a School Street location soon therefore there are no further improvements planned for this site currently.	N/A	N/A

9	Pedestrian safety	Surrenden Road North End, near Varndean College, BN1 6WB	20.96	To be progressed if funding if is identified / available following progression of higher-ranking locations.	Future funding to be allocated	To be considered for 2025/6
10	Pedestrian safety	Locks Hill north of St Nicolas School, BN41 2LD	20.39	To be progressed if funding if is identified / available following progression of higher-ranking locations.	Future funding to be allocated	To be considered for 2025/6
11	Pedestrian safety	Freshfield Road, junction between Queens Park Terrace and Cuthbert Road, BN2 0BR	20.38	To be progressed if funding if is identified / available following progression of higher-ranking locations.	Future funding to be allocated	To be considered for 2025/6
12	Pedestrian safety	Locks Hill at junction with Old Shoreham Road, BN41 1GU	20.08	To be progressed if funding if is identified / available following progression of higher-ranking locations.	Future funding to be allocated	To be considered for 2025/6

- 4.2 92 locations were assessed through the SBS framework in 2023/24. 42 locations were fully assessed and are on the new priority list. Out of the 42 locations, 37 are for pedestrian improvements, 1 for speed related issues and 4 for traffic calming measures.
- 4.3 As outlined in the January 2023 Environment, Transport and Sustainability Committee report introducing the SBS framework, all locations that were on the Pedestrian Crossing Priority List were assessed, alongside new requests and other specific locations noted in the report. The majority of requests are pedestrian related due to the legacy requests from the Pedestrian Crossing Priority List.
- 4.4 25 locations were not progressed to full assessment, due to various reasons; a list of these sites with details of the reasons can be found at Appendix 1. A further 23 locations did not satisfy the initial pre-assessment criteria and 2 were constructed, further details can also be found at Appendix 1.
- 4.5 There are instances where installing a new crossing facility or proposing speed reductions may not be the safest option or may be prohibitive at locations. Upon closer investigation by officers, it may become apparent that safe and suitable infrastructure provision already exists in a particular location and further investment would not represent good value for money.
- 4.6 At locations on the top twelve list where improvements to infrastructure are proposed this is subject to further design work, associated TROs, statutory consultation, and Road Safety Audits (RSAs). The type of crossing facility proposed is considered on a case-by-case basis in accordance with the Department for Transport's guidance and determined by the existing road network, pedestrian and vehicle volumes and funding availability.
- 4.7 The assessment of new requests will continue to be carried out annually, and a new priority list established accordingly.

Revised Assessment Process

- 4.8 The revised full methodology is set out in Appendix 2 for assessing concerns related to road safety, speeding, high volumes of traffic or pedestrian improvements. The amendments are to better clarify the assessment process, improving transparency and efficiency.
- 4.9 The methodology contains 16 different categories including collisions, access to services, pedestrian movements and vehicle counts at each location. The methodology also considers LCWIP priorities. Each location is triaged, checked for viability, and subject to a pre-qualification assessment. Locations that pass the pre-qualification assessment are then subject to a full assessment. Locations that have a recorded pedestrian or cycling casualty in the last 3 years (within 50 metres of the request location) are automatically referred to full assessment.
- 4.10 A number of requests are for changes to the speed limit from 30mph to 20mph in locations including Portland Road, Shirley Drive, Beaconsfield / Preston Road and Bexhill Road. Other locations including Woodingdean, Hove Street and Old Shoreham Road (near BHASVIC) have been requested in 2023. These roads are strategic roads, so were not included in the recent city-wide 20mph scheme. Woodingdean was consulted on becoming a 20mph area in 2014, however there was a lack of local support for the change at the time and was therefore not progressed.
- 4.11 Area based changes in the speed limit are not suitable for assessment via the SBS framework and would need to be considered as part of a wider traffic management review.

5. Community engagement and consultation

- 5.1 The assessment methodology was considered and approved by Members of Environment, Transport and Sustainability Committee in January 2023.
- 5.2 For individual schemes statutory consultation will be undertaken via the TRO process. Where significant changes are being proposed as part of a scheme, consideration will be given once concept designs are in place, to developing non-statutory consultation surveys and stakeholder engagement to gather feedback and inform final designs.
- 5.3 Once feasibility and design works are completed and prior to construction work at any locations, works notifications will be distributed locally. In locations where TROs are required these will be advertised accordingly and discussed with Ward Councillors in advance.
- 5.4 To support councillors, officers will provide ad-hoc briefing session on the SBS process. Ward Councillors will also be briefed on individual schemes and have input at milestones to inform the design.

6. Conclusion

- 6.1 The Safer, Better Streets methodology was applied to requests received and the new list of priorities has now been identified. The report seeks approval to continue to prioritise new requests, in line with the proposed revised methodology and to implement improvements at the recommended priority sites.

7. Financial implications

- 7.1 There are no direct financial implications arising from the recommendations of this report. Various funding sources have been identified for the implementation of some priority locations including Local Transport Plan (LTP), and other external funding sources. Appropriate funding will need to be sought for the remaining unfunded schemes to be implemented. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted 10/11/2023

8. Legal implications

- 8.1 There are no direct legal implications arising from the report, save, as identified in the report, that statutory Traffic Regulation Orders may be required for the implementation of certain crossings.

Name of lawyer consulted: Katie Kam Date consulted 09/11/2023

9. Equalities implications

- 9.1 Officers have conducted an Equality Impact Assessment for the SBS framework, which can be found in Appendix 3.

10. Sustainability implications

- 10.1 Improving the pedestrian environment and removing some of the barriers for pedestrians we will increase the number of people choosing to walk. Walking is the most sustainable form of all transport modes as it produces zero emissions. These pedestrian crossing facilities will not only help to contribute to the Councils targets on climate change, but it will help the council meet its commitment to a net zero carbon city by 2030.

11. Other Implications

Public health implications:

- 11.1 By improving the walking environment, we are encouraging more people to walk more often. Public Health England have recognised that daily walking can not only increase physical fitness but improve mood, quality of life lead to weight loss and reduce the risk of early death.

Supporting Documentation

1. Appendices

1. Full SBS Priority List 2024/2025 and associated tables
2. Revised SBS methodology and assessment process
3. SBS Framework Equalities Impact Assessment
4. Safer, Better Streets associated projects delivered to date/in progress

2. Background documents

1. [Pedestrian Crossing Priority Programme 2023/2024 - November 2022 Environment, Sustainability and Transport Committee Report](#)
2. [Local Cycling and Walking Infrastructure Plan \(LCWIP\) \(brighton-hove.gov.uk\)](#)