

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 11

Brighton & Hove City Council

<b>Subject:</b>	<b>Chalky Road, Portslade Casualty Reduction Scheme</b>		
<b>Date of Meeting:</b>	<b>10 June 2010</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Len Holloway</b>	<b>Tel:</b> 29-2184
	<b>E-mail:</b>	<b>len.holloway@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>North Portslade</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to seek approval to enhance existing traffic calming features in Chalky Road, Portslade. The scheme will involve using speed cushions provide a pedestrian crossing point and a new disabled access ramp which will require the repositioning of a current bus stop clearway.
- 1.2 The project will help the City Council to meet its legal duty to promote road safety and will assist in achieving the Local Area Agreement target NI47 the Key Performance Indicator of reducing casualties classified as killed or seriously injured (KSI's).
- 1.3 The following report seeks approval to advertise a notice of intention to construct road humps following which officers will begin construction/implementation

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member gives approval to progress the recommended sites set out in this report to detailed design stage and to begin construction.

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

- 3.1 In 1994 a traffic calming scheme was implemented in Chalky Road, Portslade that sought to address the problem of high vehicle speeds outside Portslade Community College. The scheme comprised of chicanes, one of which incorporates a dropped kerb crossing point, with two associated give way markings to opposing traffic.
- 3.2 Although the scheme has partially achieved its aim to reduce speed there are still an unacceptable number of casualties occurring along the length of the road. In the previous three year period there have been 10 slight collisions and tragically 1 fatal accident involving a child in 2008. Officer's reacted quickly to the fatal incident and worked with Sussex Police to introduce a 20 mph speed limit in February 2009 to further improve safety.

- 3.3 The Council has continued to work with Sussex Police over the past 12 months to ascertain more detail on the nature of the roads performance and has developed further measures, to build on the previous work and make the road as safe as possible.
- 3.4 There have been reports in the local newspaper following requests from pupils at the Community College and local residents for action including a request for a formal crossing point. However, this has been discounted as there are currently sufficient gaps in the traffic to negate the need for another controlled crossing, and to provide a facility that is underused for the majority of the time could lead to a situation where motorists become accustomed to not having to stop, with potentially disastrous consequences on the rare occasion that they should.
- 3.5 The objective is to implement measures as soon as possible following approval and statutory processes.

#### **4. CONSULTATION**

- 4.1 Informal consultation has been carried out within the Council and with Sussex Police, wider public consultation will be carried out through the statutory notice process. Ward Members have been consulted on all proposals.
- 4.2 At the time the speed limit was reduced ward Members were also informed that Officers were drafting proposals to add further measures to support this.
- 4.3 Any frontages affected will be consulted with directly.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 Any costs associated with the implementation of this casualty reduction scheme will be covered by the allocation of funding for Road Safety Engineering within the Local Transport Plan.

*Finance Officer Consulted: Karen Brookshaw Date: 02/02/10*

##### Legal Implications:

- 5.2 The Local Authority has power to construct road humps on the highway pursuant to S90A-F Highway Act 1980. Road humps, following consultation with the emergency services and any organisations likely to be affected by them, must be advertised in the press and on street and any representations received have to be considered. The authority may hold a local inquiry in response to the objections if it is considered appropriate.

*Lawyer Consulted: Elizabeth Culbert Date: 11/03/10*

##### Sustainability Implications:

- 5.3 The proposed improvements will facilitate a safer and more attractive environment for all road users – including sustainable modes such as walking and cycling.

Crime & Disorder Implications:

- 5.4 By introducing the speed cushions adherence to the 20mph speed limit will be improved

Risk and Opportunity Management Implications:

- 5.5 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs will be implemented.

Corporate / Citywide Implications:

- 5.6 By reducing road casualties and enhancing accessibility the project will contribute towards growing the economy, improving access for all and reducing inequality.

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

- 6.1 No other schemes have been considered as this is an enhancement of an existing scheme and road humps are proven to be the best form of traffic calming available and, as such, the approach taken is evidence based.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To enable the Cabinet Member for Environment to give formal approval for work at the proposed sites to proceed to the next level of development

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendices 1A, 1B, 1C and 1D - Plans of proposed measures and locations of cushions

**Documents In Members' Rooms**

1. Plans of proposed measures and locations of cushions  
2. Plan showing locations of collisions.

**Background Documents**

None

