

Subject:	Dyke Road (Seven Dials) - Formal Traffic Regulation Order Consultation		
Date of Meeting:	30 April 2013		
Report of:	Executive Director Environment, Development & Housing		
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Wards Affected:	St Peters & North Laine, Regency, Preston Park, Goldsmid		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The purpose of this report is to consider the outcome of the formal Traffic Regulation Order (TRO) consultation for the provision of additional loading facilities in Dyke Road as part of the Seven Dials improvement scheme.
- 1.2 The city council has recently consulted on an improvement scheme for Seven Dials that will primarily address the road safety problem that exists and also improve the area for all users. Approval to begin construction of the Seven Dials scheme and to advertise the TRO for loading facilities in Dyke Road was granted at the Transport Committee meeting on 15th January 2013. Construction of the main improvement works commenced in March 2013 as the majority of the scheme does not require a TRO.
- 1.3 A TRO for the creation of the additional loading facilities was prepared and subsequently advertised for 21 days with a closing date for objections of 4th March 2013. One objection to the TRO was raised and is discussed in the main body of the report.

2. RECOMMENDATIONS:

- 2.1 That the Transport Committee (having taken into account of all the duly made representations and objections):

Approves the BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2008 AMENDMENT ORDER No.* 201* (Dyke Road – Seven Dials)

with the following amendment:

- the proposed Loading Bay in Dyke Road (southern section) is to be amended and a Disabled Bay provided for the reasons set out in paragraph 4.6.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Seven Dials roundabout is an irregularly shaped junction with seven arms, located on the boundary of several inner city wards. The roundabout is a key traffic node, distributing high volumes of traffic during peak periods and accommodating approximately 26,000 vehicle movements per day. The junction also experiences relatively heavy pedestrian flows and is used by a modest number of cyclists currently. It is known to act as a barrier to further uptake of cycling, with many choosing to avoid the area in favour of quieter adjacent routes. As well as being a difficult area for pedestrians and cyclists to navigate, many motorists find the area confusing and perceive it to be dangerous, with multiple busy roads converging into a small roundabout area.
- 3.2 A total of 20 personal injury accidents were recorded within a 25m radius of the Seven Dials roundabout in the three year period October 2009 to October 2012, resulting in 23 casualties. The Seven Dials is consistently amongst the top five sites for highest collision record within the city. Given the poor accident record at Seven Dials and the other issues identified in this section, the city council recently undertook a public consultation exercise for an improvement scheme that will primarily address the road safety problem and also improve the area from the perspective of all users. The proposals also included additional dedicated loading facilities in Dyke Road (north and south sections) at the request of local businesses that rely on such facilities.
- 3.3 The public consultation lasted for a 4 week period, ending on 2nd November 2012. A total of 661 responses were collected, with 67% of respondents indicating that they support the main changes to the Seven Dials roundabout.

4. CONSULTATION

- 4.1 Following approval at the Transport Committee meeting on 15th January 2013, a TRO was prepared and subsequently advertised for a period of 21 days with a closing date for objections of 4th March 2013. As is standard practice when a TRO is advertised, the Ward Councillors for the affected areas were consulted and statutory consultees, such as the Emergency Services, were also informed.
- 4.2 Notices were put on street for the entire consultation period, these comprised of a legal notice as well as the scheme justification statement. The notice was also published in The Argus newspaper. Detailed plans and the order were available to view at Hove Library, Jubilee Library, at the City Direct Offices at Bartholomew House and Hove Town Hall and on the Council's website.
- 4.3 One objection to the BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2008 AMENDMENT ORDER No.* 201* (Dyke Road – Seven Dials) was received during the consultation period. The objection was made by a local resident on the following grounds:

- 1). There is a lack of clarification about the information contained in this traffic regulation order. There has been a lack of information and consultation about the order. It is not clear from the title that it mainly refers to Dyke Road (north and south sections of seven dials). The section

referring to TRO's on the Brighton and Hove council website is unclear as to the period of consultation allowed.

2). The specific proposal to move the bus stop at the north section of Dyke Road / Seven Dials would be detrimental to local residents, bus users and some local businesses because it would no longer be close to the pedestrian crossing and make things more difficult for many people including older people and disabled people, this includes access to the post office in Melville Road.

3). The order would generally make things difficult for some residents and bus users in terms of general accessibility to homes, shops, the post office and general amenities (including the age uk resource centre in Prestonville Road).

A response to each of these points is included in the paragraphs below.

- 4.4 In response to point 1 above, the consultation process followed for this TRO is in accordance with the Council's standard practice and is consistent with all other TRO's produced by the Council. The title of the TRO is clear and is consistent with the naming convention applied to all TRO's. The deadline for responding is also clearly stated in the TRO.
- 4.5 Points 2 and 3 are essentially the same and will therefore be considered jointly. In response to the concerns raised, the moving of the bus stop a short distance from its current location will not result in detriment to bus users or local residents wishing to access local shops and services. The bus stop will remain in very close proximity to all the amenities in the Seven Dials area and will still allow for easy access to all of these facilities. Local businesses in the vicinity originally made the request for the bus stop to be relocated a short distance north to allow for dedicated loading facilities to be provided in the area adjacent to their premises. This will prevent illegal loading on the footway and on the bus stop and is therefore likely to represent a significant improvement over the current situation.
- 4.6 In addition to the objection outlined above, a request for a dedicated disabled parking bay within the loading bay proposed for the southern section of Dyke Road was received during the TRO consultation period. This request has been reviewed and although officers have concerns that the capacity of the loading bay may be insufficient during peak times, it has been agreed that the disabled bay will be included initially on a trial basis. A review will be undertaken within the first 12 months of the scheme being in place to ascertain whether or not any issues exist.

Conclusions

- 4.7 The recommendation is that the elements of the Seven Dials scheme subject to this TRO should be progressed in their entirety due to the reasons outlined within this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 These works will be funded from the Local Transport Plan (LTP) capital budget. Within the 2012/13 LTP budget £200,000 is set aside for the Seven Dials Roundabout Improvement Project. Indicative sums of £300,000 and £50,000 are included for the next two years.

Finance Officer Consulted: Jeff Coates

Date: 27/03/2013

Legal Implications:

- 5.2 The Traffic Order has been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution.

There are no human rights implications to draw to Members' attention.

Lawyer Consulted:

Carl Hearsom

Date: 28/03/2013

Sustainability Implications:

- 5.3 The Seven Dials scheme will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking and cycling.

Crime & Disorder Implications:

- 5.4 There are no Crime & Disorder implications arising directly as a result of this report.

Risk and Opportunity Management Implications:

- 5.5 Longer term risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design and safety audit process in the first instance, and thorough consultation with end users.

Public Health Implications:

- 5.6 Increasing the number of pedestrians and cyclists will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.
- 5.7 Reducing the number of people killed or seriously injured in accidents involving road traffic presents an obvious improvement in public health.

Corporate / Citywide Implications:

5.8 There are no citywide implications arising directly from this report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 No alternative options have been considered as part of this report. The approved scheme for Seven Dials has been subject to extensive public consultation where a majority of respondents indicated they are in favour of the proposals.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To consider the outcome of the formal Traffic Regulation Order (TRO) consultation for the provision of additional loading facilities in Dyke Road as part of the Seven Dials improvement scheme and to recommend that the Transport Committee approves the TRO.

SUPPORTING DOCUMENTATION

Appendices:

1. Plan illustrating proposed Highways improvements.

Documents in Members' Rooms

None

Background Documents

None

