

Subject:	Better Bus Areas		
Date of Meeting:	30th April 2013		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
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Ward(s) affected:	Queens Park and St Peters & North Laine		

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

- 1.1 The report seeks approval to undertake consultation with members of the public and other stakeholders on the proposals for bus priority, pedestrian and cyclist infrastructure improvements on Edward Street as part of the Department for Transport funded Better Bus Areas Programme.
- 1.2 Public consultation would be undertaken over a six week period. The results of the consultation will be used to inform final design of the scheme, which will be brought back to Committee for formal approval in the summer of this year.

2. RECOMMENDATIONS:

- 2.1 That the Transport Committee approves for consultation with members of the public and other stakeholders, the scheme proposals for Edward Street contained within and attached to this report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In March 2012 Brighton and Hove successfully secured £3.48 million transport funding from the Department for Transport for the Better Bus Area (BBA) Project "Better Buses for a Growing City." With local resources contributed by Brighton & Hove City Council and our bid partners Brighton and Hove Bus Company, a total fund of £5.82m was achieved.
- 3.2 The area covered by the Project focuses on unlocking bus market growth to the north and east of the city centre, both areas having been identified as areas for economic growth. It is anticipated that the package of measures being implemented will support the key development sites in the project area, address the capacity issues that exist on the two strategic corridors and remove

significant bottlenecks in the network through the introduction of bus priority measures.

3.3 In addition to securing improvements in terms of journey times for bus passengers, the infrastructure works currently being developed and here proposed will aim to improve the environment for pedestrians and cyclists

3.4 Measures proposed are:

Starting at the junction of Pavilion Gardens and Edward Street heading east:

- On carriageway cycle lane (2m) as far as the junction of Edward Street with Egremont Place,
- Existing pedestrian crossing just after John Street to be upgraded to a Puffin crossing,
- Addition of a pedestrian phase to traffic signals on the eastern arm of junction of Edward Street with Egremont Place and Upper Rock Gardens,
- From Junction of Edward Street with Egremont Place and Upper Rock Gardens the east bound inside lane proposed to become a shared bus, taxi and cycle lane (4m)
- Foot way build out to narrow entrance/exit of Tilstone Street
- Bus lay by in fill just after Park Street and bus stop to be made accessible (Kassel kerbs etc) and extended to accommodate up to 3 buses
- Relocation of existing crossing westwards to improve sight lines and allow for bus lane road markings

Central Islands

- Realignment of central islands along the length of Edward Street to ensure adequate lane widths and upgrading of lighting columns where needed.

Starting at junction of Edward Street West bound from Freshfield Road

- Shared bus lane (4m) as far as the junction of Edward Street with Pavillion Gardens,
- Installation of "MOVER" technology used to give buses priority through signalled junctions,
- Advanced stop lines for cyclists at traffic signalled junctions
- Improvements to pedestrian crossing at junction of Edward Street with Upper Rock Gardens

4. COMMUNITY ENGAGEMENT AND CONSULTATION

4.1 During the preparation of the bid officers engaged with local bus operators to determine priority areas for funding. Engagement with Brighton and Hove Bus Company has been ongoing since the funding announcement with regular meetings between the BHCC Project Manager and the BHBC Operations Manager throughout the feasibility and initial design stages of these works.

4.2 Briefings to update stakeholders on the progress of the Better Bus Areas Programme as a whole have been provided to Buswatch (9th January 2013) and the Brighton and Hove Transport Partnership (26th March 2013).

- 4.4 Engagement meetings have been held on the feasibility and initial design proposals with the CVSF Transport Representative (15th November and 3rd April 2013), Sussex Safety Camera Partnership and Sussex Police (27 February) and The Chair of Buswatch (3rd April 2013).
- 4.3 This report seeks approval to undertake public and wider stakeholder engagement on the scheme proposals. It is intended that this will take the form of an online and paper questionnaire, attendance and discussion at relevant LAT meetings, stakeholder meetings and public exhibitions.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs associated with the consultation on and any subsequent implementation of the measures outlined in this report will be largely met from the Better Bus Areas Fund which is external funding provided from the Department for Transport. Some local match funding was required and has been agreed as part of Local Transport Plan (LTP) budget for 2013-14.

Over the remaining year of the project, to the end of the 2013/14 financial year, there is £770k of capital funding (£520k from BBA funding and £250k from LTP) and £200k in revenue funding (all BBA funding) identified specifically for these works.

Finance Officer Consulted: Jeff Coates

Date: 15/04/13

Legal Implications:

- 5.2 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council has powers as highway and traffic authority under the relevant legislation to carry out the proposed measures. Any traffic regulation orders necessary to implement the final scheme will need to be advertised and objections considered in accordance with the relevant procedural regulations.

Lawyer Consulted: Carl Hearsom

Date: 12/04/13

Equalities Implications:

- 5.3 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society. The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities which will enable children, young people and adults to make more and better use of their local streets.

Sustainability Implications:

- 5.4 The measures outlined in this report will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking, cycling, and bus use. It is predicted that significant reductions in travel by private car would result from implementation of the schemes, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified. The scheme will seek to enhance health by encouraging active travel amongst local people and reducing the causes of air pollution along the corridor, namely excessive levels of motorised traffic

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

- 5.6 If approval not given at this meeting for consultation it is unlikely that the allocated budget for this scheme will be spent within the current financial year and the funding received from the Department for Transport for this programme will have to be returned. This in turn could have potentially negative impacts for future funding bids to the Department
- 5.7 There is a risk that the outcome of the public and stakeholder consultation will require amendment or complete redesign of the scheme, however, it is hoped that through a positive engagement programme any concerns that arise will be alleviated and objections overcome at the detailed design stage, should the scheme move forward to that stage, to produce a scheme that meets the needs of all those upon whom it would impact.

Public Health Implications:

- 5.8 Increasing the number of pedestrians and cyclists and encouraging greater use of public transport 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.

Corporate / Citywide Implications:

- 5.9 Edward Street is a key route into the City and therefore the citywide transport model is being utilised to fully understand and address any potential impacts on strategic traffic flow. The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives, including those set out in the Corporate Plan and the Sustainable Community Strategy.
- 5.10 Edward Street is proposed as a construction traffic route (eastbound) for traffic serving the development of Royal Sussex County Hospital. Officers have considered the implications of the scheme on traffic flows during this period and

consider that they will be negligible in terms of traffic congestion. The scheme proposals will ensure that during the hospital redevelopment bus routes are kept free flowing and that cyclists have increased protection from construction traffic using this route.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only other option at this stage would be to discontinue the scheme and return the funds to Department for Transport. This is not considered to be a practical option.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To authorise public consultation on scheme proposals in order that the Better Bus Areas programme can progressed to its next stage of implementation.

SUPPORTING DOCUMENTATION

Appendices:

1. BHCC Better Bus Areas Bid
2. Concept drawing of Edward Street proposals

Documents in Members' Rooms

None.

Background Documents

None

Appendix 1

Better Bus Areas Bid submitted to Department for Transport