

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 80

Brighton & Hove City Council

Subject:	Woodingdean Crossroads – Preferred Scheme		
Date of Meeting:	17 December 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	Andrew Renaut	Tel: 29-2477
	E-mail:	andrew.renaut@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Woodingdean		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of the results of the public consultation carried out on the Woodingdean Crossroads Improvements scheme and request permission to finalise the detailed design and advertise the Traffic Regulation Order, as detailed in Appendix 1 to this report. Permission to consult on the proposals Woodingdean Crossroads was granted at the Environment Cabinet Member meeting held on 23 July 2009 and a public consultation was subsequently held between 6 November and 25 November 2009.
- 1.2 The purpose of this report is to explain the outcome of the consultation and to seek approval to finalise the detailed design of the preferred scheme.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member notes the consultation results and agrees that the final scheme should include the preferred options for (a) the pedestrian crossing in Falmer Road (north) and (b) the arrangements for loading/parking in Warren Way (south side), as shown in Appendix 1.
- 2.2 That the Cabinet Member authorises the Director of Environment to finalise the detailed design of the preferred scheme, including the further assessment of possible pedestrian crossing improvements in Warren Road and Falmer Road (south), (as shown in Appendix 1), and to include advertising the associated Pedestrian Crossing and Traffic Regulation Order and Notice under the Road Traffic Regulation Act 1984.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Reports explaining proposed improvements to Woodingdean Crossroads were considered by the Environment Cabinet Member on 26 March and 23 July 2009, and permission was given to consult on the proposals.

Principles of the scheme

- 3.2 The main elements of the proposal put forward for consultation included:-

- changing the southbound, B2123 Falmer Road approach to the junction from one to two lanes by utilising part of the existing verge (and slightly relocating part of the footway), south of 558 Falmer Road, to reduce driver delays;
- altering the Warren Way approach into the junction to create some additional space for left turn and straight ahead traffic, with a dedicated lane for right turns into Falmer Road (north) to reduce delays;
- upgrading the ageing traffic signals with the latest energy efficient equipment; and install new traffic signal technology that will optimise the control and movement of people and vehicles through the junction;
- improving the crossing facilities at the junction for pedestrians, across the busy Falmer Road, Warren Road and Warren Way, with Advanced Stop Lines for cyclists in accordance with current practice; and
- re-laying/improving the road surface in the region of the junction.

Options for consultation

- 3.3 The proposals also included two alternative suggestions for minor amendments to the design, the locations of which are indicated in Appendix 1. These were:
- the pedestrian crossing alignment on Falmer Road (northside); and
 - the parking/loading arrangements on the south side of Warren Way.

4. CONSULTATION

- 4.1 The Cabinet Member for Environment granted permission to consult on the Woodingdean Crossroads proposals at the meeting of 26 July 2009. A public consultation was undertaken involving local residents, key stakeholders and businesses prior to which 4144 leaflets and questionnaires were distributed to properties within the Woodingdean area. A copy of the leaflet/questionnaire has been placed in Members' Rooms. Two public exhibitions were held at Woodingdean Youth Centre, where large scale plans were on display and members of the public were able to discuss the scheme proposals with staff, and at Hove Town Hall. These were attended by an estimated 200-300 people.
- 4.2 1065 questionnaires were returned. A response rate of 26%. The consultation provided respondents with the opportunity to indicate their preferences for the location of the pedestrian crossing in Falmer Road (north), and the arrangements for loading/parking on Warren Way (south side). The majority of respondents (52%) preferred Option A for the Falmer Road crossing, and the majority (71%) preferred Option D for the Warren Way arrangements for loading/parking. A more detailed breakdown of the consultation results is included at Appendix 2.
- 4.3 During the consultation exhibition, a significant number of people made officers aware of the difficulties experienced in crossing the junction between Warren Way and Warren Road, using the large central island. As part of the detailed design, consideration will be given to an additional crossing and/or possible improvements to existing crossing facilities, as shown in Appendix 1.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Work undertaken to date on developing these proposals has been funded through the allocation of funding for Traffic Control Equipment Improvement in the 2008/09

Local Transport Plan [LTP] capital programme. The current estimated cost of public consultation and implementation of the proposed design set out in Appendix A will be between £350,000 and £400,000. The allocation of funding for 2009/10 in the LTP capital programme was agreed in March 2009 and included provision for consultation and works to begin on the junction, if a preferred scheme is agreed by the Environment Cabinet Member. This funding will come from a number of different LTP budget headings such as Road Safety Engineering, Traffic Control Equipment, and Walking and Cycling Facilities.

- 5.2 The introduction of new traffic signal equipment will reduce future maintenance and power costs funded out of revenue budgets.

Finance Officer Consulted: Patrick Rice

Date: 03/12/09

Legal Implications:

- 5.3 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 and Traffic Management Act 2004 (?) must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including the provision of cycle lanes and pedestrian crossings. Also, as far as is practicable, the Council should also have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 To achieve the above or any part thereof the Council can in the light of objections/representations received decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of the order. In limited circumstances it must hold public inquiries and may do so otherwise.
- 5.5 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:

Elizabeth Culbert

Date: 03/12/09

Equalities Implications:

- 5.6 The scheme includes measures to assist/improve the movement of all road users, particularly those with mobility- and sensory-related disabilities. It is proposed to keep two disabled driver parking bays close to the shops in Warren Way.

Sustainability Implications:

- 5.7 The scheme incorporates measures that will increase the choice and attractiveness for people to make use of sustainable forms of transport for some journeys, such as walking and cycling, and reduce the effect of congestion for local drivers and bus services.

Crime & Disorder Implications:

- 5.8 There are no direct crime and disorder implications associated with the scheme.

Risk and Opportunity Management Implications:

- 5.9 There are no direct risk and opportunity management implications associated with the scheme. An initial safety audit has been carried out, and further safety audits will be required to ensure that safe designs are implemented.

Corporate / Citywide Implications:

- 5.10 By improving road safety and addressing local traffic congestion, the scheme will contribute towards the corporate priority to 'protect the environment while growing the economy'. Combining a number of different measures into one scheme will also result in achieving 'better use of public money'.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Having been identified as a road safety priority in 2006, it is considered essential that measures are developed and introduced at this junction. The proposed design is considered to be the most appropriate to address the problems that have been identified. Two options for minor design changes were included in the consultation.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 This report informs the Cabinet Member for Environment of the results of the consultation exercise carried out for the Woodingdean Crossroads Improvement Scheme. It is recommended that the Cabinet Member grant permission to formally advertise the TRO and proceed to finalise the design and progress the scheme construction provided there are no objections. Should any objections to the TRO be received then the Cabinet Member will be informed of the nature of these at a future Environment Cabinet Member meeting.

SUPPORTING DOCUMENTATION

Appendices:

1. Preferred scheme for Woodingdean crossroads
2. Detailed breakdown of consultation results

Documents in Members' Rooms

1. Public consultation leaflet/questionnaire

Background Documents

1. Road Safety Engineering Programme – Report to November 2006 Environment Committee
2. Woodingdean Crossroads – Report to March 2009 Environment Cabinet Member Meeting
3. Woodingdean Crossroads- Report to July 2009 Environment Cabinet Member Meeting

