

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 93

Brighton & Hove City Council

Subject:	Preston Road junction improvements		
Date of Meeting:	3 February 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
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Key Decision:	No		
Wards Affected:	Preston Park		

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 Preston Road junction improvements and to commence detailed design and preparation of the Traffic Regulation Orders and begin implementation
- 1.2 The results of the public consultation indicate a majority support for the proposals. Respondents agreed that the junctions of Ditchling Rise, Argyle Road, Springfield Road, and Dyke Road Drive where they meet Preston Road all need improvement (Dyke Road Drive 83% in favour, Springfield Road 87%, Argyle Road 84%, Ditchling Rise 84%) and 79% of respondents agreeing to a new toucan (shared by cycles and pedestrians) crossing at Springfield Road/Dyke Road Drive.
- 1.3 Construction of the Preston Road junction improvements will contribute towards achieving several of the Council's corporate priorities including 'keeping our City moving', 'preserving and improving our natural environments', and 'improving the health of our residents'. The scheme will also contribute towards achieving several targets in the second Local Transport Plan (LTP2) 2006/7-2010/11 and other Council objectives and requirements to meet our Cycling Town commitments.
- 1.4 The scheme proposes surface treated junctions and a formalised toucan crossing facility primarily to improve access to the railway station, local shops and residential areas. The scheme also proposes removal of street 'clutter' such as unnecessary guardrail and bins, and will enhance pavement areas while also improving a key cycle facility in the current cycle network. The scheme will result in improved safety for all users including vehicles, cycle users and pedestrians whilst current vehicle capacity will remain unchanged.

2. RECOMMENDATIONS:

- 2.1 That the consultation results, which indicate an overall support for the scheme as consulted, be noted.

- 2.2 That Officers be instructed to implement the scheme (as shown on the Plan in Appendix 1), to include advertising any associated Traffic Regulation Orders and Notices under the Road Traffic Act 1984 and associated shared footway areas.(see Appendix 3).

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The aim of the Preston Road junction improvements is to enhance accessibility and safety for all road users and create a more pleasant street environment. There is significant potential to improve access to local shops and schools by providing another crossing point along a heavily trafficked road. Preston Road also forms part of the National Cycle Route (NCR 20) and implementation of the scheme improves the link to the South Downs National Park along the A23, thereby improving access to open space and recreation opportunities.
- 3.2 The junction improvements have been developed to ensure that there is no impact on capacity and general traffic while improving conditions for all users. The proposal consists of surface treated junctions at Ditchling Rise, Argyle Road, Springfield Road and Dyke Road Drive, as well as a new formalised toucan crossing facility which will enhance cycle & pedestrian movement while also improving traffic flow for vehicles exiting Springfield Road and exiting and entering Dyke Road Drive.. There will be some reconfiguration to the overall streetscape, including removal of unnecessary guardrail, improved pavement areas to enhance visibility, and removal of street 'clutter'. The cycle facility currently existing on the pavement along Argyle Road will be removed and relocated to the carriageway. (See Appendix 1)
- 3.3 The indicative cost of the scheme is £70k. This includes the surface junction treatments, drainage improvement, removal of street 'clutter', and a traffic light controlled toucan crossing. The improvements will be funded from the Cycling Town work programme and developer contributions via the Section 106 process.

4. CONSULTATION

- 4.1 Approval to consult on the Preston Road Junction Improvement proposals was given in November 2010. A public consultation was then undertaken involving local residents, key stakeholders and businesses during which approximately 350 leaflets and questionnaires were distributed to properties within a specified distance of the proposals. In addition, a staffed public exhibition was held at City College Brighton & Hove where large scale plans were on display and members of the public were able to discuss the scheme proposals with staff from the Transport Planning team. Additional questionnaires were available for attendees to record any comments. All consultation documents were also available on the city council website.
- 4.2 120 questionnaires were returned giving a response rate of 46%. The results of the public consultation indicate a majority support for the proposals. Respondents agreed that the junctions of Ditchling Rise, Argyle Road, Springfield Road, and Dyke Road Drive where they meet Preston Road all need improvement (Dyke Road Drive 83% in favour, Springfield Road 87%, Argyle Road 84%, Ditchling Rise 84%) and 79% of respondents agreeing to a new crossing at Springfield Road/Dyke Road Drive.

4.3 A more detailed breakdown of the consultation results is included at Appendix 2. All comments received through the consultation process have been carefully considered and where possible incorporated into the revised scheme designs included in Appendix 1. The original consultation period was extended from 21st December 2010 to 5th January on account of heavy snow. Inclement weather conditions resulted in the public exhibition being cancelled from 2nd and 4th December and held on 11th and 18th December instead.

4.4 Ward councillors have commented on proposals: Councillor Kennedy is in full support of the proposals. Councillor Allen supports the proposal and welcomes the new crossing facility which he states would be of great benefit to the area. Councillor McCaffery noted the suggestion for an additional crossing and if favoured through consultation would like post-implementation monitoring of traffic flow and the impact on safety of all users. Councillor McCaffery was more concerned about Dyke Road Drive exit, the narrowness of the cycle lane under the viaduct by the tree and particularly welcomed the cycle facility on Argyle Road being moved to the carriageway to improve conditions for pedestrians & cycles.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 *Capital:*

There is a budget of £35,000 in 2010/11 from the Cycling Town work programme and £33,000 is available in 2011/12 from Section 106 contributions for walking & cycling measures in the vicinity of the Wellend Villas development.

5.2 *Revenue:*

There are no current revenue implications for this scheme. However, any future maintenance of the junction areas, crossing and cycle facilities will have to be covered from maintenance budgets. Given that this scheme also seeks to reduce and/or remove unnecessary street furniture and clutter it is anticipated that any future maintenance costs will balance out in light of reduced street furniture requiring maintenance.

Finance Officer Consulted: Karen Brookshaw

Date: 14/12/10

Legal Implications:

5.3 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic. As far as is practicable, the Council should 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 After the proposals are formally advertised, 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 any associated orders. Where there are unresolved objections to

the Traffic Orders, then the matter is required to return to Environment CMM for a decision.

Lawyer Consulted: Elizabeth Culbert

Date: 13/12/10

Equalities Implications:

- 5.5 The scheme will increase accessibility for residents and visitors. Improving awareness and provision for all users (on foot, by bike, by motor vehicle) will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.6 Creating a better street environment for all at Preston Road junctions between Ditchling Rise and Dyke Road Drive will encourage people to consider sustainable transport options as feasible instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

- 5.7 There are no crime and disorder implications associated with the construction stage.

Risk and Opportunity Management Implications:

- 5.8 All Cycling Town spend must be accounted for by 31st March 2011 and S.106 spend by November 2011. Implementation of the project needs to coincide with these financial constraints.

Corporate / Citywide Implications:

- 5.9 The Preston Road junction improvement area provides a key link/node into the city centre. Improving transport choice for both commuters and visitors to the area will result in increased accessibility and a likely reduction in congestion for all traffic.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The Preston Road junction improvement area provides a key link in the cycle network for National Cycle Route (NCR) 20 and the recently improved cycle facilities on the A23 reaching the city boundary. Of particular note are the high figures of cycle users counted near the viaduct each day, on average 1200 cycles per day. It should therefore be considered as a priority area for improvements. There are currently no viable alternative options that would provide such a direct and continuous link to the city centre.

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 Preston Road junction improvements. The results indicate a majority support for the proposals and it is therefore

recommended that Cabinet grant permission to formally advertise any TROs required and proceed to construction of the junction improvements. Should any objections to the TRO elements of the improvement be received then Members will be informed of the nature of these at a future Cabinet Meeting.

SUPPORTING DOCUMENTATION

Appendices:

1. Preston Road junction improvement drawings
2. Detailed breakdown of consultation responses
3. Shared footway areas

Documents in Members' Rooms

None

Background Documents

None

