

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE

Agenda Item 26
Brighton & Hove City Council

Subject:	North Street Mixed Priority Route Road Safety Scheme
Date of Meeting:	15 September 2008
Report of:	Director of Environment
Contact Officer: Name:	Owen McElroy, Project Manager Tel: 29-0368
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Wards Affected:	Regency, St Peters and North Laine

FOR GENERAL RELEASE.

1. SUMMARY AND POLICY CONTEXT:

1.1 The North Street Project consists of a comprehensive package of engineering and supporting promotional measures to increase road safety and improve road safety awareness to reduce and prevent future casualties. It has been developed in 2 stages.

1.2 The focus of this report is the Ship Street/North Street junction within Stage 2 of the scheme. The issues for scrutiny are that:-

- 1) a recommendation agreed at the Environment Cabinet Member Meeting [CMM] on 4th July 2008 was not one of the options consulted upon; and
- 2) the option chosen may not achieve the maximum casualty reduction that is possible.

1.3 The resolution of Environment Cabinet Member Meeting is reproduced as one of the background documents.

2. RECOMMENDATIONS:

2.1 That the committee note the contents of the report

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

Agreed Recommendation

Background Information

3.1 Based on police records from 2003-2005, 13 collisions resulting in 16 casualties have occurred at the Ship Street junction. The site has been identified as one of 26 high priority casualty reduction sites in the city to be treated by 2010. In order to assist in addressing the casualty problem at this junction, a number of options were developed.

Consultation options

3.2 Three options were put forward for consultation for the Ship Street junction.

Option 1 - a road closure at the junction with North Street

Option 2 - one-way northbound between North Street and Duke Street

Option 3 - Pedestrianisation of part of Ship Street to link Union Street and Dukes Lane.

3.3 Diagrams of the three options showing associated traffic flows are attached to the end of the report as Appendix A

3.4 The response to the consultation indicated that the most popular option was Option 1 with 45% of responses and most stakeholders in support. However, during the consultation concerns were expressed by taxi drivers, traders and residents, about the effects on servicing of and access to the Old Town and by Middle Street School on increased traffic in Middle Street that might result from all of the options, but Option 1 in particular.

Casualty data

3.5 The baseline casualty data for the study into the scheme covered the period 2003 – 2005. A further analysis of more up-to-date data shows that there has been a reduction in the number of collisions from 13 to 10 and casualties (from 16 to 11) at the junction.

Report recommendation

3.6 The recommendations included in the report were drafted in the light of the above information and following discussions with Cabinet Members. The latter raised concerns about the local effects the current Southern Water and Southern Gas Networks mains renewal programme, alongside other high priority LTP schemes are having on the city centre and key routes in the road network, such as Queens Road and North Street, causing some congestion and re-routing of traffic.

3.7 In the light of this, it was proposed that the recommendation for Ship Street should be for one-way southbound between North Street and Duke Street, on the basis that, like Option 2, a one-way street will reduce and simplify some of the movements occurring at the junction and therefore also enable widening of the footways for pedestrians.

Future opportunities

3.8 The one-way southbound measure does not preclude the opportunity to undertake works such as a full or timed closure of the junction at some point in the future, as part of any further works that may be required to improve the safety or operation of the junction, or wider proposals, such as urban realm improvements in the Old Town area and at such a time when the substantive city centre road works programme is at an end.

Casualty Reduction

3.9 The overall casualty reduction targets for the scheme include a 30% reduction in bus/pedestrian casualties along the whole corridor. Generally, most collisions occur at junctions and are often associated with turning movements because of conflicts between pedestrians and vehicles, and between vehicles. The casualty data for the Ship Street junction reflects this.

3.10 On that basis, closing a side road and not allowing turning movements, enabling a more continuous movement of pedestrians, would maximise the likelihood of achieving casualty reduction. As previously stated above, there has been a reduction in the number of collisions and casualties at the junction.

3.11 The Ship Street junction will be monitored as part of the whole corridor, and alongside the other high priority casualty reduction location sites, in terms of collisions and casualties, to determine if targets for the corridor are being met, and further changes will be made if required

Chronology

- Environment Committee 9th November 2006 - Approval of road safety programme (including sites being treated as part of the North Street Mixed Priority Route scheme).
- Policy & Resources Committee 7th February 2008 – Approval of Local Transport Plan capital programme including road safety allocation.
- Environment Committee 20th March 2008 – Approval of North Street MPR Stage 1 and reference to Stage 2 proposals and consultation.
- Environment CMM Report 4th July 2008 – Consideration of consultation responses and approval of Stage 2 of the MPR scheme and authority to advertise traffic orders.

4. CONSULTATION

4.1 The opportunities for consultation were undertaken as follows

- October 2007 to January 2008 - Consultation with internal and external stakeholders on Stage 1 (Old Steine) proposals
- February/March 2008 – Stage 2 public exhibition. 2000 questionnaires sent to residents and traders, on-line survey and electronic voting kiosk.
- July 2008 Statutory advertisement of Ship Street one-way traffic orders.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 There are no direct implications in the consideration of the items submitted for scrutiny.

Finance Officer Consulted: Karen Brookshaw

Date: 12/08/08

Legal Implications:

5.2 The Environment and Community Overview and scrutiny Committee performs the overview and scrutiny function in relation to (amongst other matters) Executive decisions concerning traffic management and transport; this includes road safety schemes.

5.3 The committee has the right to review a cabinet decision taken on a matter (such as that taken on item 32 at the Environment Cabinet member meeting on 4th July 2008) but not to substitute that decision with one of its own.

Lawyer Consulted: Oliver Dixon

Date: 12/08/08

Equalities Implications:

5.4 There are no direct implications in the consideration of items submitted for scrutiny.

Sustainability implications

5.5 There are no direct implications in the consideration of items submitted for scrutiny

Crime & Disorder Implications:

5.6 There are no direct implications in the consideration of items submitted for scrutiny.

Risk and Opportunity Management Implications:

5.7 There are no direct implications in the consideration of items submitted for scrutiny.

Corporate / Citywide Implications:

5.8 There are no direct implications in the consideration of items submitted for scrutiny.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A Traffic flow diagrams of consultation options

Documents in Members' Rooms

None

Background Documents

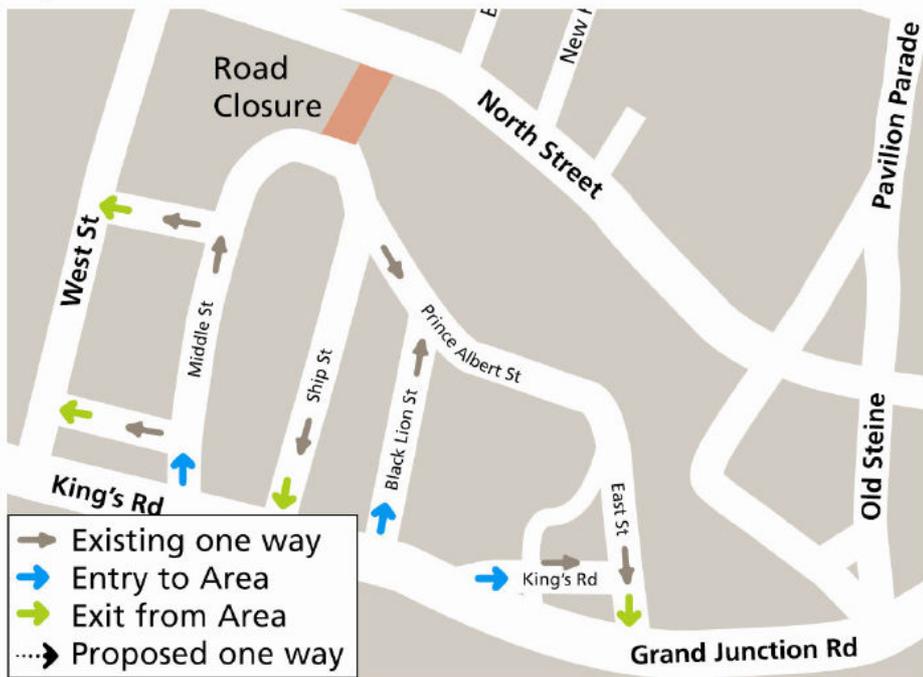
1. Environment Committee 20th March 2008 Approval of North Street MPR stage 1
2. Environment CMM report and minutes 4th July Approval of outline design for North Street Stage 2 and authority to advertise traffic orders

APPENDIX A

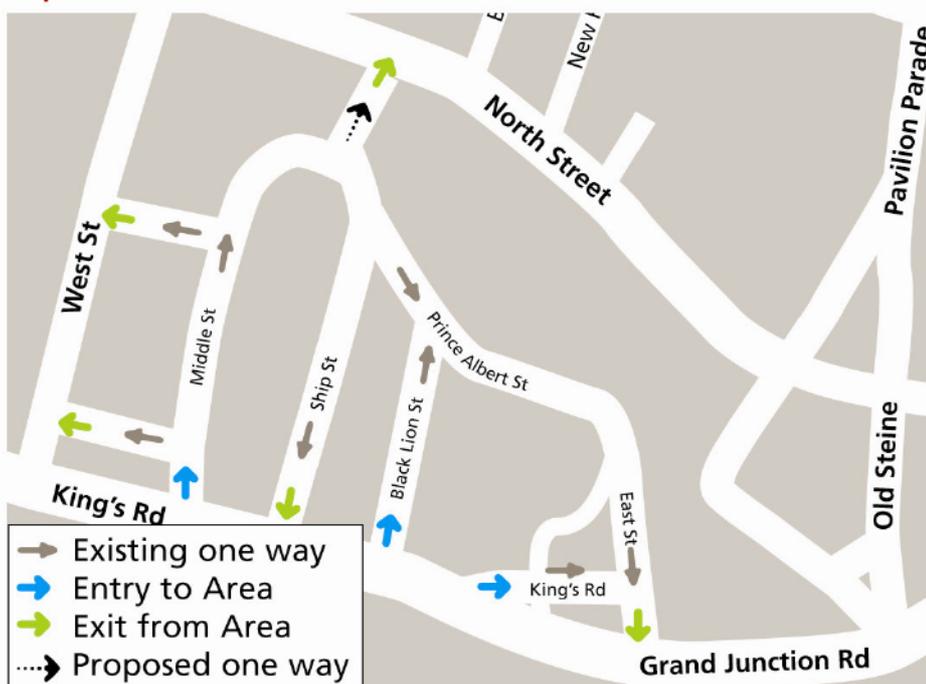
Traffic Flow Diagrams of the Consultation options

- Three options were put forward for consultation for the Ship Street junction.

Option 1



Option 2



Option 3

