

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 116

Brighton & Hove City Council

Subject:	North Street Mixed Priority Route (MPR) - Ship Street Traffic Regulation Order		
Date of Meeting:	19 February 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	Owen McElroy	Tel: 29-0368
	E-mail:	owen.mcelroy@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Regency		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The North Street Mixed Priority Route (MPR) (Ship Street) phase two proposals are an essential part of a road safety and urban realm scheme designed to address the high level of bus/pedestrian collisions in this transport corridor.
- 1.2 The first phase of the project was approved at Environment Committee in March 2008 and will be completed in February 2009.
- 1.3 The Ship Street proposals form part of the second phase of the MPR scheme and will complete the Project. They have been undertaken in partnership with Sussex Police, Brighton & Hove Buses, local community and traders groups.
- 1.4 The MPR scheme is a mixture of road safety engineering measures and improved street design to improve the environment for all road users. The Ship Street element of the scheme introduces one-way (southbound only) traffic movement between North Street and Duke Street and a northbound contra-flow cycle lane together with associated changes to parking and loading places. These proposals will enable improved and safer pedestrian crossing facilities, widened footways to give pedestrians more space, reduced traffic flows and speeds in the area and improvements for cyclists
- 1.5 This report is to enable the Cabinet Member to consider objections and representations received to the various traffic orders proposed in connection with the above scheme and to seek approval for the proposals to be implemented.

2. RECOMMENDATIONS:

- 2.1 (1) That the Cabinet Member for Environment approves the Brighton & Hove (Ship Street) (One- Way traffic) Order 200*, the Brighton & Hove (Waiting & Loading/Unloading restrictions and parking places) Consolidation Order 2008 Amendment Order No.* 200*, the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 200*.

- 2.2 (2) That the Cabinet Member for Environment approves the preferred scheme for Ship Street as detailed in the Appendix A and authorises the Director of Environment to start implementation of the preferred scheme during 2008/09 and to complete it during 2009/10, within the budgets available.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The first phase of the North Street MPR scheme (Castle Square/Old Steine), as approved by March 2008 Environment Committee is now substantially complete.
- 3.2 The second phase, from East Street to Churchill Square, was approved by July 2008 Environment CMM and is under construction.
- 3.3 Traffic orders relating to outstanding aspects of detailed design at Ship Street were advertised in December 2008. One objection and several representations were received. A summary of objections/comments received and officers' responses are attached in Appendix B.

4. CONSULTATION

- 4.1 Outline proposals for the North Street Mixed Priority Route (including Ship Street) were put to public consultation at February/March 2008.
- 4.2 After further consultation with members and stakeholders, detailed proposals were drawn up in respect of Ship Street and discussed further.
- 4.3 Advertisement of Traffic Regulation Orders subsequently followed, in accordance with statutory requirements. Notices were put on street for 22 December 2008. The notice was also published in the Argus newspaper on 22 December 2008. Detailed plans were also available to view at Hove Library, Jubilee Library and at the City Direct offices at Bartholomew House and Hove Town Hall.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The capital cost of the implementation of the Traffic Orders for Ship Street including design, professional fees, traffic signals, signing and lining and amendments and advertisements for Traffic Orders has been allocated from the Road Safety and Urban Realm budgets and will be completed over two financial years 2008/09 and 2009/10.

Finance Officer Consulted: Karen Brookshaw

Date: 16/01/09

Legal Implications:

- 5.2 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer

decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

- 5.3 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:

Stephen Dryden

Date: 09/01/09

Equalities Implications:

- 5.4 The proposed measures will be of benefit to many road users, especially pedestrians, and those with mobility difficulties.

Sustainability Implications:

- 5.5 The proposed improvements will facilitate a safer and more attractive environment for all users through balancing their needs, particularly between pedestrians and vehicles in terms of the space available.

Crime & Disorder Implications:

- 5.6 The implementation of the scheme will result in a more attractive and vibrant environment, which should increase activity levels in the area, and discourage crime and disorder.

Risk and Opportunity Management Implications:

- 5.7 Failure to complete the scheme on time could result in the loss of part or the entire Department for Transport element of the funding. Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs have been implemented.

Corporate / Citywide Implications:

- 5.8 The Mixed Priority Route scheme will contribute towards the following corporate priorities. Through the reduction of road casualties and enhancement of the public realm it will “protect the environment while growing the economy” and by improving access for vulnerable pedestrians it will “reduce inequality by increasing opportunity”

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The primary objective for the North Street Mixed Priority Route is to address the particular road safety problems that have resulted in casualties to people and therefore casualty data has been taken into account in designing appropriate

engineering measures. Options were considered as part of public consultation and approval for the outline preferred scheme was given at July 2008 Environment CMM.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the preferred schemes and implementation of the improvements to Ship Street and to approve the advertised traffic orders to enable implementation of the scheme, given that objections have been received cannot be upheld.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Plan of proposals for Ship Street One Way Traffic Flow & Contra flow Cycle lane
2. Appendix B - Summary of representations received to the Ship Street Road Safety Scheme Advertised Traffic Orders

Documents in Members' Rooms

None

Background Documents

1. Environment CMM Report and minutes 4th July 2008
2. Environment CMM Report and minutes 11th September 2008
3. Proposed Traffic Regulation Orders