



**Brighton & Hove
City Council**

TRANSPORT COMMITTEE ADDENDUM

4.00PM, TUESDAY, 15 JANUARY 2013

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

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Appendix 6 – Additional correspondence relating to the impact of the proposals on blind and partially sighted pedestrians

Background Information

As part of the consultation process, information on the proposals for Seven Dials was distributed to a number of stakeholders, including the Brighton & Hove Federation of Disabled People (the FED). No formal response was received from the FED during the consultation period, but concerns were raised at a subsequent meeting with officers relating to the impact of the proposals on blind or partially sighted pedestrians. This primarily concerned the part of the proposal which suggests replacing the existing traffic light pedestrian crossings with zebra crossings.

Subsequent to the meeting with the FED, correspondence was received from the regional campaigns officer at the RNIB dated 18th December 2012, which was responded to by officers in the transport planning team on 24th December 2012. A copy of this correspondence is included below to ensure members of the Transport Committee are fully aware of these issues.

Further to the correspondence between officers and the RNIB, an email was sent to all members of the Transport Committee by the involvement officer at the FED dated 8th January 2013. This stated the FED's opposition to removal of the traffic light pedestrian crossings and replacement with zebra crossings. The FED are generally supportive of the remainder of the scheme.

Correspondence

The initial correspondence received from the RNIB dated 18th December 2012 is included below:

To Whom It May Concern,

I am writing regarding the recent redevelopment proposals for Seven Dials. Whilst I understand that the consultation period has now closed, I am afraid I was not aware of the proposals until now. However, given the scope of the project and implications for local blind and partially sighted people, I feel it is important to now respond on behalf of RNIB.

Seven Dials is an extremely busy junction that can be very difficult and dangerous for blind and partially sighted people to navigate. There are two elements of the proposals which concern me. Firstly, the removal of the guardrails, and secondly the removal of the controlled crossing points.

Whilst guard railing is often considered 'unsightly' and unnecessary, railings can be a vital location aid for blind and partially sighted people who use it to navigate and locate safe crossing points. This is of particular concern for any locals who have received mobility training at Seven Dials and will regularly rely on the railings in order to get around.

Of somewhat more concern, however, is the proposal to remove the controlled crossing points and replace them with zebra crossings. This will be a major problem for many blind and partially sighted people who may no longer feel confident and able to traverse Seven Dials. With so many lanes of traffic in close proximity, it will not be possible for people to listen to the traffic to tell when it is safe to cross. Local visually impaired people will be absolutely reliant on the signal crossings and tactile cones to tell them when to cross.

I would urge the council to reconsider the proposal to remove controlled crossing points, as this will make Seven Dials even more difficult and dangerous for blind and

partially sighted people to use. Given the close proximity of Blatchington Court Trust, a high number of blind and partially sighted people will regularly have to travel through Seven Dials. The added stress of the struggle of crossing the roads could force many people to have to travel with assistance - which means in many cases that they simply will not travel. This has an impact on independence and mental wellbeing.

Seven Dials is a prime example of why controlled crossings are useful. In areas of similar layouts where such crossings do not exist, I would expect there to be campaigns running to have controlled crossing points installed. Therefore it seems preposterous to me that Brighton and Hove City Council would consider removing them, when in all likelihood they will be forced to reinstate them later at the request of the disabled community.

I do hope that these remarks will be taken into consideration when the final decision is made. If I can be of assistance in any other way, then please do not hesitate to get in touch.

Yours sincerely,

RNIB Regional Campaigns Officer (South East)

The response sent by officers in the transport planning team on 24th December 2012 was as follows:

Dear RNIB Regional Campaigns Officer

Thank you for your email regarding the proposals for Seven Dials roundabout and the possible effect they may have on disabled and blind or partially sighted users.

Before discussing the proposals in detail, I think it is important to acknowledge the current very difficult and dangerous layout of the roundabout and surrounding areas. The current conditions are extremely challenging for even the most experienced cyclists, and facilities for pedestrians are poor, with narrow pavements, long and convoluted crossing routes and an accompanying extremely high volume and excessive speed of traffic. These factors combine to make Seven Dials amongst the worst junctions in terms of accidents in the city, with 23 casualties recorded in the last 3 years alone. These factors of course also mean that Seven Dials can be very difficult and potentially dangerous for disabled and blind or partially sighted people to navigate.

The city council has therefore developed a scheme that we believe will significantly reduce the number of accidents taking place at the roundabout, while also improving the environment for all users, in particular pedestrians and cyclists, as well as improving the general appearance of the area in keeping with its conservation areas status.

In acknowledging the potential impact of the proposals on disabled and blind or partially sighted users, the scheme has been discussed with members of local groups representing such users. The feedback with regards to the impact of the scheme on disabled users generally has been positive, and this is due to the increase in pavement space, removal of guardrailings and introduction of raised crossings, all of which are seen to be of benefit.

It is, however, accepted that some blind or partially sighted users and groups representing them consider that the removal of the current traffic light crossings and replacement with zebra crossings will have a negative impact on their ability to safely traverse the area. However, in considering the above, it is also important to understand the many benefits that the scheme will deliver to all users, including those

with visual impairments. Such benefits include a significant reduction in the amount of carriageway space available for vehicles, leading to a far more controlled and slower movement of traffic through the area as well as much widened pavements and greatly reduced crossing distances for pedestrians. The introduction of zebra crossings in place of traffic lights is intended to significantly reduce the waiting times for pedestrians, who currently have little choice but to wait for the green man to appear, and the slow response time causes many people to cross the road during the red man phase, bringing with it obvious dangers.

The speed of traffic would be further reduced by the fact that the crossings are to be raised, and thus the desire is to create an environment where vehicles give way to pedestrians and a sense of pedestrian priority is created across the entire area instead of it being heavily dominated by vehicular traffic as it is currently. It is therefore felt that zebra crossings are fundamental to changing the way the area operates by giving greater priority to pedestrians and enabling crossing on demand rather than waiting for traffic lights to change.

The issue of zebra crossings has also been discussed with the Guide Dogs for the Blind Association and whilst they also agree that traffic lights provide the highest level of benefit, they do acknowledge that in simplistic terms, zebra crossings are accessible and useable for visually impaired people. They recognise that amongst partially sighted users, the movement to cross the Zebra maybe delayed as the person needs to ensure they are both orientated and also able to identify when traffic has stopped by listening and possibly using some remaining functional vision (if they have any) before they decide to cross.

To allay any fears about a possible increase in accidents involving partially sighted pedestrians, the safety record of several of the busiest zebra crossings in the city has been reviewed, including the very popular facilities on Western Rd / Church Rd in the city centre and the facility closest to Seven Dials, located in Davigdor Road. In the last 3 years, there have been no accidents at any of these locations involving partially sighted pedestrians, and the safety record of these overall is excellent with no more than one 'slight' pedestrian accident recorded at any of the locations.

The feedback to the public consultation has also been analysed further and responses from those who indicated they have a disability have been considered separately. The response to the proposals from those with a disability was positive, with 59% indicating support for the changes to the roundabout (49 people with a disability responded to the consultation in total).

I hope the above is useful and shows that a number of factors have been considered in developing these proposals. It is understood that a change in the physical layout of a busy area such as Seven Dials needs to be carefully communicated to those users with visual impairments and therefore the council would be very pleased to work with you in identifying and contacting such people to ensure they are aware of the possible changes. We would also very much like to work with you on any issues that may arise during the detailed design stage, such as correct layout and appearance of tactile paving. If you feel you can be of any help in relation to these matters then please do let me know.

Kind Regards

Principal Transport Planner

Further correspondence was received from the RNIB following the above response but has not been included in this document. A copy of any further correspondence is available on request.

Summary

The correspondence above demonstrates that there are some outstanding concerns relating to the impact of replacing the traffic light crossings with zebra crossings, specifically in relation to blind or partially sighted pedestrians.

As stated in the response to the RNIB, the city council believes significant benefits will result from the installation of zebra crossings that will benefit pedestrian users in the area. A review of the safety record of some of the busiest zebra crossings in the city indicates an excellent safety record and no reported accidents involving blind or partially sighted pedestrians.

A further issue to note that is not mentioned in the correspondence above is that there are a particularly high number of complaints to the Council relating to drivers ignoring red lights at Seven Dials presenting an obvious potential hazard to the pedestrian, particularly those who are blind or partially sighted.

Having carefully considered the representations from the RNIB and other local groups representing disabled, blind or partially sighted users, as well as the responses of individuals who identified themselves as having a disability, it is not proposed to amend the proposals at this time. The Council will work closely with local blind and visually impaired groups during and after implementation to determine whether or not the concerns expressed will be borne out in practice. The Council will also work with the Fed to identify any partially sighted users of Seven Dials and work with those users to ensure the changes are communicated effectively and alternative quieter routes identified if this is deemed necessary.

If it is found that the new layout creates additional problems for blind or partially sighted users, the Council could consider reverting one or more of the zebra crossings to a traffic light crossing. This would not incur substantial wasted expenditure as the existing traffic lights are now over 19 years old, and the useable life of a typical traffic light installation is 10 – 15 years, meaning they would need to be replaced in the near future were they to be retained at this location.

Subject:	Old Town Traffic Regulation Order		
Date of Meeting:	15 January 2013		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Tom Campbell	Tel: 29-3328
	Email:	Tom.Campbell@brighton-hove.gov.uk	
Ward(s) affected:	Regency		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (items not considered unless the agenda is open to public inspection at least five days in advance of the meeting) were that the report could not be finalised until all of the objections had been received and reflected fully in the report.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider comments and objections received in relation to proposed Traffic Regulation Orders. The Traffic Regulation Orders authorise traffic management restrictions in the Old Town area of Brighton (the area bounded by West Street, North Street, East Street, and Kings Road).

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following order;
- a) Brighton & Hove (Boyces Street) (Prohibition of Driving) Order 20** (TRO-21a 2012)
- 2.2 That the Committee authorises Officers to request an Independent Inspector to hold a public inquiry into the following orders:
- a) Brighton & Hove (Brills Lane) (Prohibition of Driving) Order 20** (TRO-21b-2012)
 - b) Brighton & Hove (East Street) (Prohibition of Driving) Order 20** (TRO-21c-2012)
 - c) Brighton & Hove (Prince Albert Street) (Prohibition of Driving) Order 20** (TRO-21d-2012)
 - d) Brighton & Hove (Ship Street) (Prohibition of Driving and One-Way Traffic) Order 20** (TRO-21e-2012)
 - e) Brighton & Hove (Old Town) (Weight Restriction) Order 20** (TRO-21f-2012)

- f) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.** 20** (TRO-21g-2012)
- g) Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.** 20** (TRO-21h-2012)

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Old Town Transport Plan is a continuation of the council's Walking Network programme.
- 3.2 The proposal for a Walking Network was initially agreed by Policy & Resources Committee as part of a package of capital schemes in the previous Local Transport Plan 2006/7-2010/11.
- 3.3 The first phase focussed on King's Road between Middle Street and Black Lion Street and was implemented in early 2009. The second phase involved closing the southern end of East Street to traffic and installing a new pedestrian crossing across the A259. It was implemented in Spring 2012.
- 3.4 In September 2009 Cabinet approved *'the commencement of feasibility, design and consultation of a Phase 3 which will examine the potential of further measures in the East Street area.'* Through early feasibility work it became apparent that any changes to traffic management in East Street would have significant implications for the surrounding area. Therefore it was felt that the scheme needed to consider traffic management in the Old Town as a whole.
- 3.5 In 2010 Baker Associates carried out a review of literature regarding the economic benefits of pedestrianising city centres. They found that:
 - Turnover for restaurateurs and retailers increases significantly over and above that in other comparable 'vehicular streets'.
 - A larger proportion of businesses located within pedestrianised area reported an increase in profits than those located outside those zones.
 - It can be stated with relative certainty that measures to reduce car access to a shopping centre are more likely to benefit a centre than to harm it.
 - In the UK the most successful schemes have been invariably those undertaken in the primary shopping areas where the quality of retail outlets has meant that the advantages pertain to areas of high pedestrian movement.
- 3.6 The same study also noted that *"there is a clear cut consensus from all those involved professionally at least: pedestrianisation is of clear benefit to retail. However, many indicate that retailers are initially very reticent to accept schemes before their implementation."*
- 3.7 In October 2012 Transport Committee approved the Old Town Transport Plan in principle and authorised officers to advertise the relevant Traffic Regulation Orders.

3.8 The need for a Public Inquiry

The law states that a public inquiry must be held if there is an unresolved objection to a Traffic Regulation Order that would have the effect of prohibiting loading or unloading of vehicles of any class (i) at all times, (ii) before 07:00 hours, (iii) between 10:00 and 16:00, or (iv) after 19:00, or if the passage of public service vehicles would be restricted and there is an objection from an operator of an affected service.

3.9 With the Old Town orders, the orders relating to Brills Lane, East Street, Prince Albert Street and Ship Street all involve a prohibition of driving either at all times or at times that are outside the hours set out above.

3.9 This means that consideration must be given to whether or not to recommend that a statutory Public Inquiry be held to ensure that the City Council is provided with independent advice on the balance between the benefits to the amenity of Brighton & Hove and the interests of those objecting to the proposals before making the order permanent.

3.10 The Council will be responsible for meeting the costs of the inquiry, which will include paying for the inquiry venue, the Inspector, and legal representation. It is not possible to give a precise figure as this will depend on the length of the hearing and the number of people wishing to give evidence. A reasonable estimate for the upper limit of the potential costs would be £25,000 although it cannot be guaranteed that this would not be exceeded.

3.11 The Planning Inspectorate has been consulted and the earliest possible date for a public inquiry would be in May 2013.

3.11 Due to the importance of the orders in question to the overall Old Town scheme it is recommended that a public inquiry be held to consider the making of the TROs.

4. **COMMUNITY ENGAGEMENT AND CONSULTATION**

Pre- TRO consultation

4.1 In Summer 2012 two traffic management options were put forward for public consultation. Both involved closing the junction of Ship Street and North Street to reduce levels of through traffic. Option A involved restricting all motor vehicles other than those which legitimately required access from entering the Old Town. Option B retained the right for all traffic to enter the area but used traffic management changes to reduce the amount of traffic that would use the area. A 'do nothing' option was also available.

4.2 A copy of the consultation material is attached as Appendix 1.

4.3 A public consultation on the plans was carried out from 14th June until 27th July 2012. Information leaflets and questionnaires were mailed to 2436 property addresses. 1436 of these were in the local area. As the area is important for its historic character, a further 1000 consultation packs were sent to random city-wide addresses.

- 4.4 Ward Members were consulted during development of consultation material as well as the formal consultation period.
- 4.4 Two public exhibitions were held in the local area at:
- Friends Meeting House, Ship Street, Thursday 14 June, 12 noon-8pm and Saturday 16 June, 9am to 5pm
 - Bartholomew House, Bartholomew Square, Thursday 28 June, 8.45am to 4.45pm
- 4.5 The consultation was also advertised on the BHCC's website and Twitter feed. It was featured on BBC TV news, BBC radio and in the Evening Argus, where it was the most popular story on the Argus website for 2 days. Stakeholder groups were also sent information.
- 4.6 565 responses were received, 197 of these (35%) were received on-line through the council's consultation portal and 368 (65%) were survey forms returned by mail or collected at public exhibitions.
- 4.7 The mailing response rate was approximately 16.5% which is an average response rate for a consultation. 17% of the total number of respondents were residents of the Old Town.
- 4.8 Consultation Results
The main findings of the consultation were:
- 66% were in favour of a traffic improvement scheme (either Option A or Option B)
 - Amongst businesses 50% favoured a traffic improvement scheme and 50% wanted no change.
 - Amongst residents of the Old Town, 55% wanted a new scheme.
 - Of the 2 options, Option A (45%) was more popular than Option B (21%).
 - In general people would like vehicular access (for those with legitimate reasons to enter the area) to be permitted at all times. If there were to be a timed restriction the most popular times to restrict vehicular access were during the middle of the day.
 - The majority of respondents favoured the closure of Boyce's Street to traffic.
- 4.9 TRO Consultation
The proposed Traffic Regulation Orders (TROs) were advertised on 5 December 2012 with the closing date for comments and objections on 28th December 2012.
- 4.10 Detailed plans and the draft Traffic Regulation Orders were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee Library, and Hove Central Library. A plan detailing the proposals is attached as Appendix 2.
- 4.11 The documents were also available to view and to respond to directly on the Council website.
- 4.12 Copies of all objections have been placed in Members Rooms. A summary of those objections follows:

- 4.13 **Brighton & Hove (Boyces Street) (Prohibition of Driving) Order 20** (TRO-21a-2012)**
2 objections were received from:
- The Brighton Lanes Traders group
 - GMB (Hackney Carriage and Private Hire Drivers Section)
- 4.14 Objections were made on the following grounds:
- Congestion would increase within the Old Town and surrounding roads.
 - Deliveries access for businesses would suffer.
 - Businesses would suffer from loss of trade.
 - There would be a derogatory effect on the Lanes
 - There would be reduced access for elderly and disabled people.
 - Taxi journey times and fares would increase.
- 4.15 **Recommendation:** Boyce's Street is a narrow street unsuitable for large amounts of traffic, however it is currently used as a through-route to exit the Old Town, or as a shortcut to avoid congestion at the West Street / King's Road traffic signals. The businesses of Boyce's Street have requested that traffic be reduced and this Order will eliminate through traffic whilst retaining access for businesses. It is recommended that the Order is approved.
- 4.16 **Brighton & Hove (Brills Lane) (Prohibition of Driving) Order 20** (TRO-21b-2012)**
5 objections were received from:
- Local residents
 - The Brighton Lanes Traders group
 - GMB (Hackney Carriage and Private Hire Drivers Section)
- 4.17 Objections were made on the following grounds:
- Vehicular access for residents would be restricted.
 - Deliveries access for businesses and residents would suffer.
 - Servicing of buildings in the area would not be possible.
 - Anti-social behaviour would increase, particularly at night.
 - There would be reduced access for elderly and disabled people.
 - Taxi journey times and fares would increase.
 - There would be a derogatory effect on the Lanes
 - Congestion would increase within the Old Town and surrounding roads.
 - Businesses would suffer from loss of trade.
- 4.18 **Recommendation:** Closing East Street to traffic is a key element of the Old Town scheme, creating a pedestrian-friendly route from the seafront to the Pavilion and allowing businesses to have outdoor tables and chairs.
- 4.19 As Brills Lane is a feeder road on to East Street it is not possible to fully close East Street but allow Brills Lane to remain open. If Brills Lane were not closed to traffic then the southern section of East Street would not be traffic-free, disrupting the pedestrian route at a key point, and the section of King's Road between East Street and the seafront would not be traffic-free. This section of King's road has been in need of regeneration for a number of years and the

opportunity to improve it through pedestrianisation and outdoor seating would be missed if Brills Lane were not closed.

- 4.20 Currently local residents and businesses can access a short stay loading bay outside the entrance of Clarendon Mansions. This loading bay will remain but will only be accessible before 11am and after 7pm. Outside these times an alternative loading bay is available 30 metres away outside the Grosvenor Casino.
- 4.21 It is recommended that the Order is referred to Public Inquiry.
- 4.22 **Brighton & Hove (East Street) (Prohibition of Driving) Order 20** (TRO-21c-2012)**
6 objections were received from:
- Local residents
 - The Brighton Lanes Traders group
 - GMB (Hackney Carriage and Private Hire Drivers Section)
 - A local business owner
- 4.23 Objections were made on the following grounds:
- Vehicular access for residents would be restricted.
 - Deliveries access for businesses and residents would suffer.
 - Servicing of buildings in the area would not be possible.
 - Anti-social behaviour would increase, particularly at night.
 - There would be reduced access for elderly and disabled people.
 - Taxi journey times and fares would increase.
 - There would be a derogatory effect on the Lanes
 - Congestion would increase within the Old Town and surrounding roads.
 - Businesses would suffer from loss of trade.
- 4.24 **Recommendation:** Closing East Street to traffic is a key element of the Old Town scheme, creating a pedestrian-friendly route from the seafront to the Pavilion and allowing businesses to have outdoor tables and chairs. The Order will also remove traffic in the section of King's Road between East Street and the seafront, which has been in need of regeneration for a number of years. The Order was advertised following the request of a number of local businesses and no objections have been received from businesses located on East Street.
- 4.25 Businesses will be able to receive deliveries before 11am or after 7pm. Although it is accepted that this will cause some inconvenience evidence of similar measures elsewhere suggests that businesses will adapt to the new arrangements. Outside these times alternative loading bays are available in Bartholomews or on Grand Junction Road.
- 4.26 Currently local residents and businesses can access a short stay loading bay outside the entrance of Clarendon Mansions. This loading bay will remain but will only be accessible before 11am and after 7pm. Outside these times an alternative loading bay is available 30 metres away outside the Grosvenor Casino.

- 4.27 Taxis will be able to service the bars and restaurants on East Street in the evenings from 7pm. Outside these hours they will need to drop off passengers on the surrounding roads.
- 4.28 The timed closure of East Street may result in an increase in traffic on Little East Street. However the effect on Little East Street will be mitigated by traffic choosing to use the area before 11am in order to access East Street and a general reduction in overall traffic levels in the area as a result of other measures, such as the closure of Ship Street as an entrance to the Old Town.
- 4.29 It is recommended that the Order is referred to Public Inquiry.
- 4.30 **Brighton & Hove (Prince Albert Street) (Prohibition of Driving) Order 20** (TRO-21d-2012)**
4 objections were received from:
- The Brighton Lanes Traders group
 - GMB (Hackney Carriage and Private Hire Drivers Section)
 - 2 local business owners
- 4.31 Objections were made on the following grounds:
- Deliveries access for businesses would suffer.
 - Businesses would suffer from loss of trade.
 - Congestion would increase within the Old Town and surrounding roads.
 - Taxi journey times and fares would increase.
 - There would be reduced access for elderly and disabled people.
 - There would be a derogatory effect on the Lanes
 - There would be a reduction in parking spaces.
- 4.32 **Recommendation:** The closure of Prince Albert Street will create a traffic-free area in the centre of the Old Town. Currently at peak times pedestrians are forced on to narrow footways despite the flow of traffic being relatively low.
- 4.33 The principle of the Old town scheme is to create 2 loops for traffic (one that enters via Middle Street and exits via Ship Street and one that enters via Black Lion Street and exits via Little East Street / East Street). These loops will ensure that the Old Town remains accessible for vehicles but is not used as a through route. The closure of Prince Albert Street will ensure there is no through-traffic transferring from one loop to another.
- 4.34 There is currently a loading bay on Prince Albert Street that will not be accessible. Businesses will be able to use alternative loading bays in Ship Street. Although it is accepted there will be some inconvenience to businesses regarding loading, evidence suggests that schemes such as this ultimately benefit businesses within the pedestrianised area.
- 4.35 A section of Pay & Display parking (approximately 3 spaces) will be removed, however the majority of on-street parking in the surrounding streets will remain. The disabled parking space will be relocated to a space outside the pedestrianised area.
- 4.36 It is recommended that the Order is referred to Public Inquiry.

4.37 **Brighton & Hove (Ship Street) (Prohibition of Driving and One-Way Traffic) Order 20** (TRO-21e-2012)**

64 objections were received from:

- Brighton & Hove Streamline Taxis (61 objections)
- The Brighton Lanes Traders group
- GMB (Hackney Carriage and Private Hire Drivers Section)
- A local business owner

4.38 Objections were made on the following grounds:

- Deliveries access for businesses would suffer.
- Businesses would suffer from loss of trade.
- Congestion would increase within the Old Town and surrounding roads.
- Taxi journey times and fares would increase.
- There would be reduced access for elderly and disabled people.
- There would be a derogatory effect on the Lanes

4.39 The principle of the Old town scheme is to create 2 loops for traffic (one that enters via Middle Street and exits via Ship Street and one that enters via Black Lion Street and exits via Little East Street / East Street). These loops will ensure that the Old Town remains accessible for vehicles but is not used as a through route. Preventing vehicles from entering the Old Town from the north via Ship Street is essential for preventing through-traffic

4.40 It is accepted that some additional traffic will be generated in streets surrounding the Old Town as a result of vehicles not being able to enter the area from the north. However a large proportion of this traffic currently is through-traffic and it is not appropriate for these vehicles to be using the Old Town. This Order will significantly reduce overall traffic levels and improve the character of the area.

4.41 Ship Street will be open to traffic between 8am and 11am to allow deliveries to businesses. Outside these times alternative loading bays will be available in the section of Ship Street south of Duke Street.

4.42 It is recommended that the Order is referred to Public Inquiry.

4.43 **Brighton & Hove (Old Town) (Weight Restriction) Order 20** (TRO-21f-2012)**

1 objection was received from:

- The Brighton Lanes Traders group

4.44 Objections were made on the following grounds:

- There would be a derogatory effect on the Lanes.
- Will cause congestion.

4.45 Only a small number of HGVs use the area, however they have a detrimental effect on the narrow streets of the Old Town. This Order will allow HGVs to access the area before 11am if necessary.

4.46 It is recommended that the Order is referred to Public Inquiry.

4.47 **Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.** 20** (TRO-21g-2012)**

2 objections received from:

- The Brighton Lanes Traders group
- A local resident

4.48 Objections were made on the following grounds:

- Congestion would increase within the Old Town and surrounding roads.
- Deliveries access for businesses would suffer.
- There would be a reduction in parking spaces.
- There would be a derogatory effect on the Lanes.

4.49 **Recommendation:** There are currently approximately 50 on-street Pay & Display parking spaces in the Old Town currently. This Order will result in the loss of approximately 18 spaces (9 on East Street, 4 on Ship Street, 3 on Prince Albert Street and 2 on King's Road). The loss of these spaces is essential for the implementation of the Old Town scheme. Overall loading provision will be increased under this Order.

4.50 It is recommended that the Order is referred to Public Inquiry.

4.51 **Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.** 20** (TRO-21h-2012)**

1 objection received from:

- The Brighton Lanes Traders group

4.52 The objection was made on the following grounds:

- An unnecessary measure that is confusing for motorists.

4.53 **Recommendation:** A contraflow cycle lane already exists in this location. This Order moves the lane from one side of the street to the other to accommodate the reversal of traffic flow.

4.54 It is recommended that the Order is referred to Public Inquiry.

5. **FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

5.1 The cost of the TRO's has been met from the budget of £50,000 which was specifically allocated to the Old Town Project from within the LTP allocation in 2012-13. The cost of the Public Inquiry, estimated to be £25,000, will be funded from the LTP allocation for 2013-14.

Finance Officer Consulted: Karen Brookshaw

Date: 07/01/13

Legal Implications:

- 5.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

A public inquiry must be held if there is an unresolved objection to a TRO that would have the effect of prohibiting loading or unloading of vehicles of any class (i) at all times, (ii) before 07:00 hours, (iii) between 10:00 and 16:00, or (iv) after 19:00, or if the passage of public service vehicles would be restricted and there is an objection from an operator of an affected service.

Orders that would have the effect of preventing access to premises by vehicles for more than 8 hours out of any period of 24 hours must be submitted to the Secretary of State for Transport for consent to their making if the owners and occupiers of premises on the road have objected.

The Council is under a duty to exercise its powers under the Act secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.

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 is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect 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 where this is necessary, proportionate and for a legitimate aim.

Lawyer Consulted: Carl Hearsom

Date: 04/01/13

Equalities Implications:

- 5.3 Local disability groups have been consulted. The major points to emerge from consultation were concerns around cycling, seating, quality of paving and parking, and these will be taken into account during detailed design.
- 5.4 There are currently 11 disabled parking spaces in the Old Town and further 2 that were temporarily removed from Brills Lane when the southern end of East Street was closed. It is recommended that all 13 disabled parking spaces remain, although it will be necessary to relocate some of them.
- 5.5 The provision of dropped kerbs in the Old Town currently is poor. The Federation of Disabled, through its Get Involved Group, have worked with officers to produce a report listing locations within the Old Town that require accessibility improvements. As part of this scheme the most important of these improvements are installed and

that the council makes a commitment to install all of them in the long term as budget allows.

Sustainability Implications:

5.6 The scheme will contribute towards the following Sustainable Community Strategy Priorities:

- A fair balance between the needs of pedestrians and cyclists, public transport users and motorists.
- A healthier and higher-quality built environment

Crime & Disorder Implications:

5.7 The police responded to consultation and the concerns of the Local Action Teams were considered when designing the scheme. The Old Town is within the Cumulative Impact Zone and the primary crime and disorder implication of these proposals will be on the night-time economy.

Risk and Opportunity Management Implications:

5.8 Safety Auditor advice has been used to inform the proposals. The scheme will be monitored once implemented and changes made if necessary.

Public Health Implications:

5.9 The Ship Street Doctor's Surgery is located within the Old Town. Staff and patients will be permitted vehicular access to these areas under these proposals.

The scheme forms part of the Walking Network programme. The programme is designed to improve pedestrian facilities along the most heavily-used pedestrian routes in the city, with the intention to increase walking levels and achieve the associated health benefits.

Corporate / Citywide Implications:

5.10 The Old Town scheme will reduce traffic and improve the character of the area, contributing towards the council priorities of 'creating a more sustainable city.'

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Do nothing. The scheme was proposed as it was felt that over time the amount of traffic and conflict with pedestrians in the Old Town had risen to inappropriate levels and a change was required. A 'do nothing option' was put forward during consultation and received support from 32% of respondents.
- 6.2 Implement traffic reduction measures on East Street alone. This option was considered at the outset, however initial feasibility work showed that any changes made to East Street would have implications for traffic flow in the rest of the Old Town. Therefore a scheme looking at improvements to the whole area was considered appropriate.
- 6.3 Amend the proposals to exclude loading prohibitions so that a Public Inquiry is not necessary. The principle of the scheme is to reduce traffic in the Old Town and the closure, or partial-closure, of certain roads is essential to achieving this

aim. Loading prohibitions cannot be excluded without seriously affecting the effectiveness of the overall scheme.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The Old Town is the thriving heart of the city and one of the major destinations for tourists and locals. However the area is not appropriate for the high levels of traffic it currently experiences. These proposals seek to reduce levels of traffic by eliminating unnecessary journeys in the area whilst maintaining access for residents and businesses.

SUPPORTING DOCUMENTATION

Appendices:

1. Pre-TRO Consultation Material
2. Plans detailing the proposed Traffic Regulation Orders

Background Documents

1. None



Old Town Traffic Improvement Proposals

This leaflet contains 2 proposals for improving traffic within the Old Town and the council is seeking the views of residents, businesses, and visitors to the area on whether we should progress with either of these plans.

The aim of the proposals is to improve the Old Town for the hundreds of thousands of people that walk through the area each year. Its narrow streets were not designed for the volume of traffic currently using them and we would therefore like to look at ways of deterring unnecessary traffic whilst still allowing essential users to access the area.



**Brighton & Hove
City Council**

The Old Town then and now

The Old Town is the area bounded by East Street, North Street, West Street and the sea which forms the historic core of Brighton.

Originally the heart of the old fishing town Brighthelmstone, the area has been developed since the 13th Century and the current street pattern remains as it was then. The Old Town is most well-known for The Lanes, an intricate maze of twisting alleyways.

The Old Town today is the thriving, economic heart of the city. It is one of the major destinations in the city for tourists and locals alike, offering a mix of history and heritage, shops and restaurants. The area retains its busy, bustling feel throughout the year and in the summer the old Town becomes even more popular as tourist numbers swell, filling its many bars, cafes and restaurants.

Balancing the needs of everyone

Currently it appears that a significant proportion of traffic in the Old Town is through traffic, with 40% of vehicles entering the Old Town via Ship Street leaving within five minutes.

Many people need to access the Old Town by vehicle. The challenge faced is to meet the needs of these road users while also reducing overall levels of traffic for the benefit of pedestrians in the area. Examples of those whose needs must be considered are:

- Residents with private parking spaces
- Vehicles servicing businesses
- People using on-street parking for residents, blue-badge holders, shoppers
- Taxis
- Emergency services

Current Transport Issues within the Old Town

The history of the Old Town is one of its greatest assets, but its development around centuries-old street layouts means that the area is not ideal for motorised traffic. Over the decades, due to its popularity and the density of businesses, the amount of traffic has continually increased.

As a result the area now suffers from high levels of traffic. This volume of traffic is unsuitable for the Old Town as it detracts from the character of the area by dominating road space, creating noise and pollution, and increasing the potential for conflict between pedestrians and vehicles. For many tourists and residents walking around The Lanes is one of Brighton's highlights. However in parts of the Old Town traffic dominates the area forcing pedestrians to crowd onto narrow footways.

On a typical Saturday an average of 200 vehicles an hour drive in to the Old Town, compared with 600 pedestrians entering via East Street alone. The aim of this consultation exercise is to look at ways that we can manage traffic so that the Old Town can be enjoyed by everyone to its full potential and a sensible balance between pedestrians and vehicles is found.

Cycling

The proposed road closures will not apply to cyclists. As part of the detailed design 2-way cycling will be considered for each road within the Old Town.

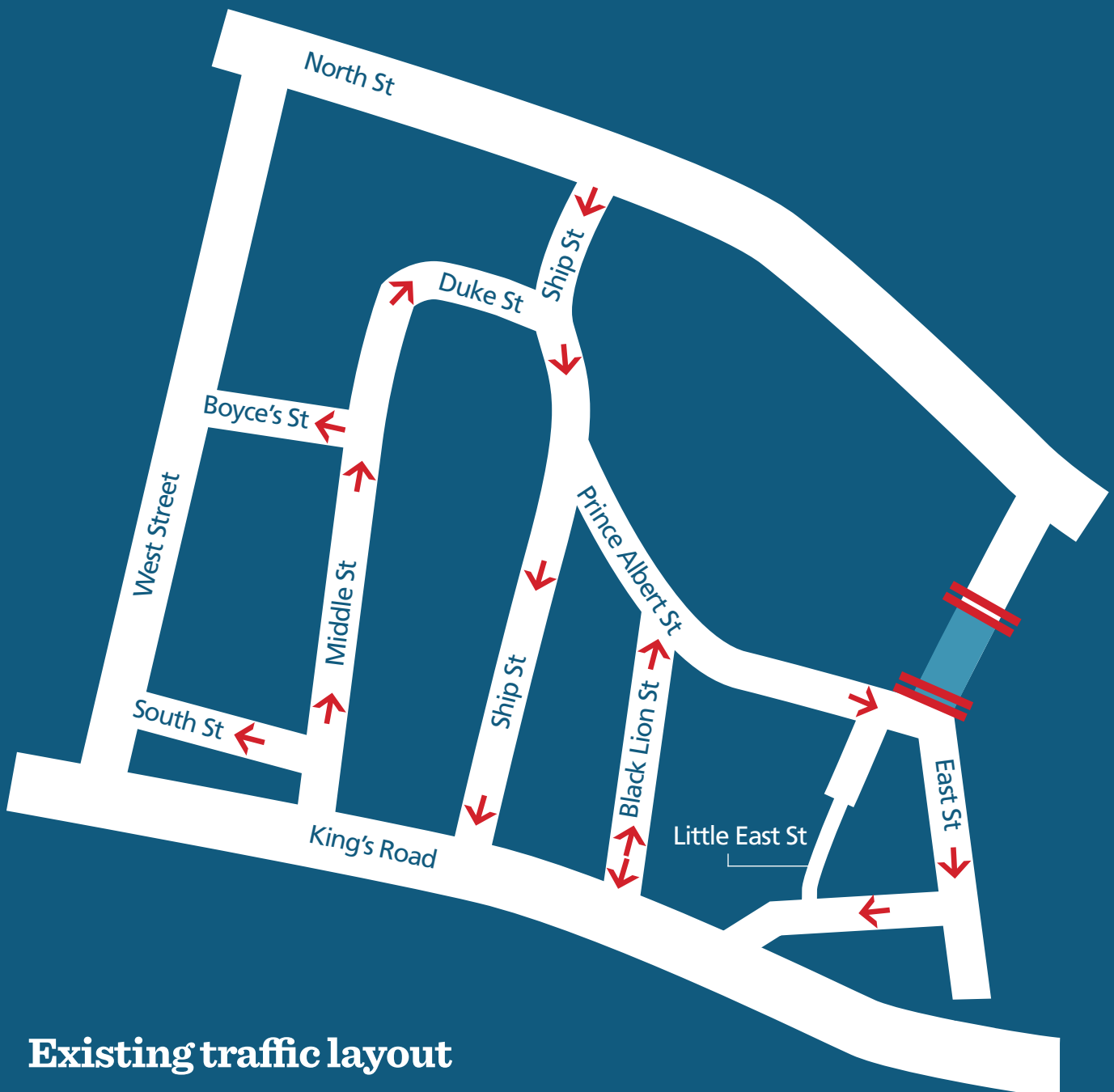
The proposals

The plan below shows how traffic currently operates. The objective of this consultation exercise is to seek the views of all users of the Old Town on two new proposals for improving traffic management in the area.

Options A and B outline these proposals and we would like to hear from users of the Old Town in order to:

- a) **Decide whether to go ahead with either of the proposals.**
- b) **Develop details of how the proposal will work in practice.**

Many details - how access will be restricted, where and when loading will be permitted, what type of parking will remain - can only be designed once we have spoken to local people. For example some users may require 24 hour access whilst others need only occasional access at certain times of the day or week or just to certain areas of the Old Town. Therefore as well as your preference for Option A or B we would like to know how, when and where you use the Old Town so we can design a scheme suitable for everyone.



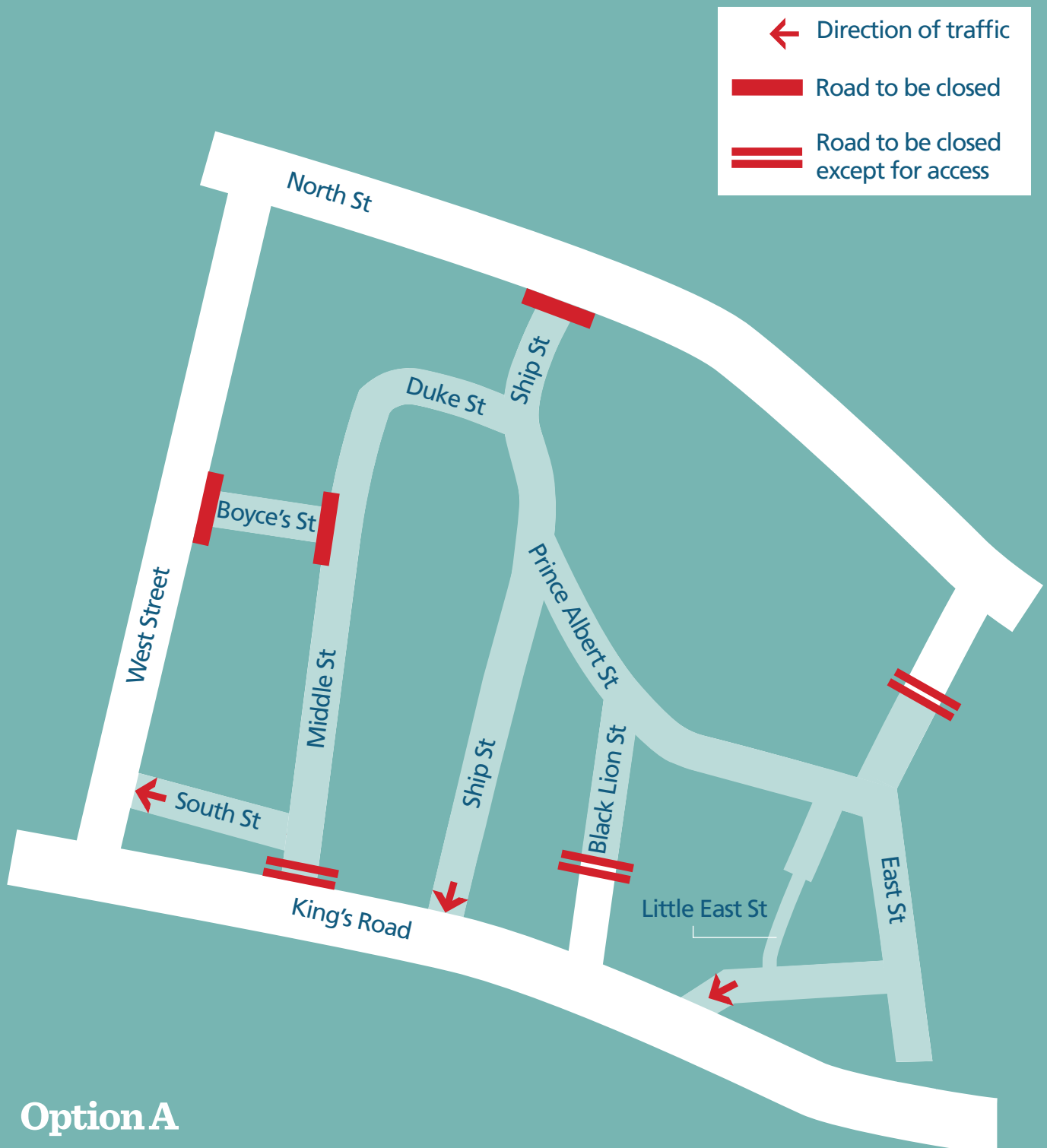
Existing traffic layout

Option A

This option will restrict vehicles from accessing any of the Old Town unless they have a specific reason to be there. This will significantly reduce the amount of traffic in the area, and the effect could be increased by limiting access to certain times or days.

There are several potential methods for controlling access, including barriers, CCTV or permits.

Access to the Lanes car park via Black Lion Street will still be permitted.



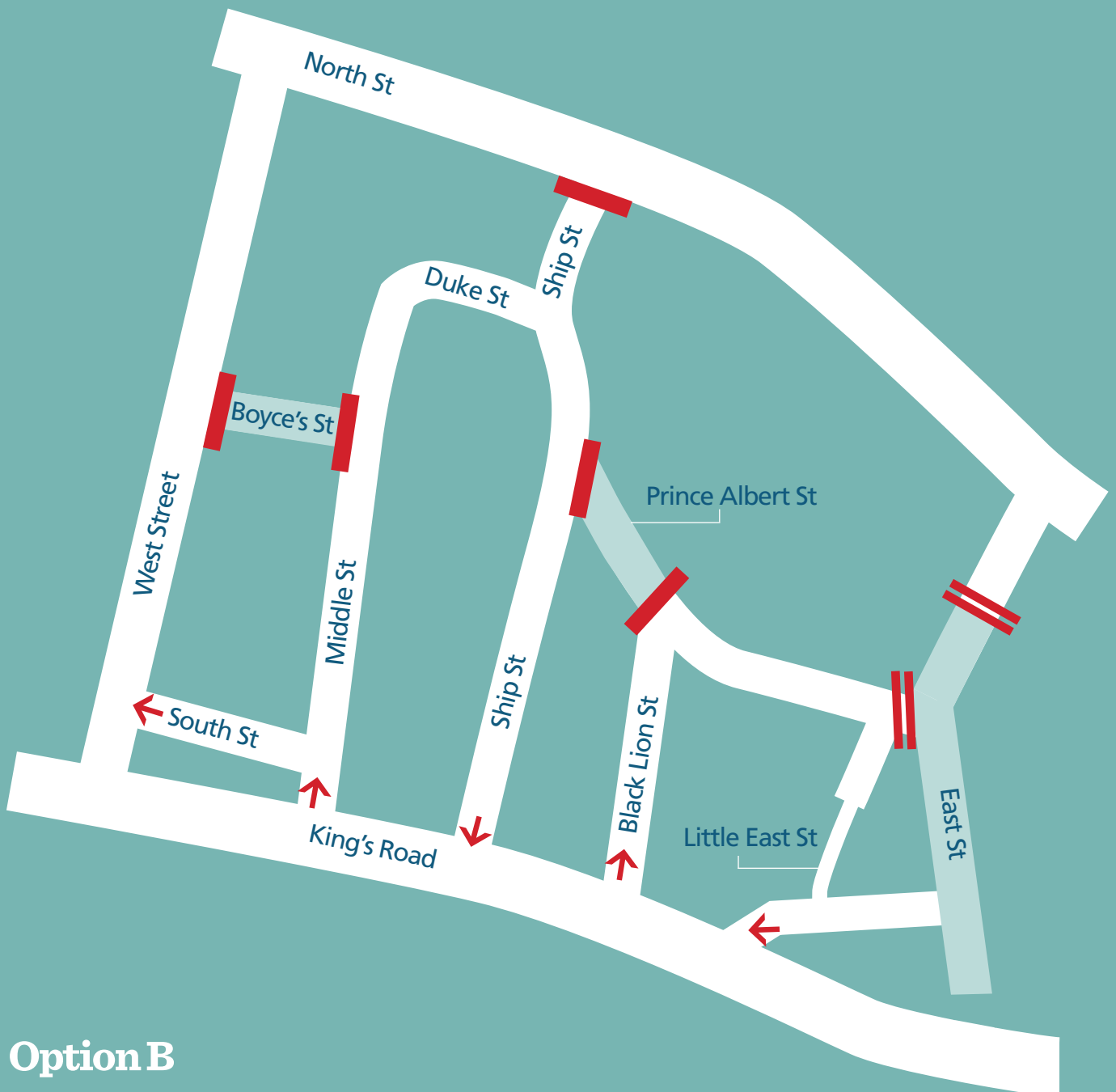
Option A

Option B

Under Option B drivers will retain the right to access the Old Town, however overall vehicle flow will be reduced through the use of restrictions designed to deter through-traffic. In addition the section of Prince Albert Street between Black Lion Street and Ship Street will become traffic-free, and East Street will become an 'access only' area.

The 4 proposed restrictions will be:

- The Ship Street / North Street junction will be closed so there will be no access in to the Old Town from North Street.
- Prince Albert Street will be blocked between Black Lion Street and Ship Street. This will effectively create two 'loops' for vehicles- one loop will enter through Middle Street and exit through Ship Street and the other loop will enter through Black Lion Street and exit through Little East Street.
- An 'Access Only' restriction will be placed on East Street.
- Boyce's Street will be pedestrianised.



Option B

Public Exhibition

An exhibition of the proposals will be on display between 8.45am and 4.45pm Monday to Friday in the foyer of **Bartholomew House in Bartholomew Square, Brighton** until 29 June 2012.

In addition staff from the city council's Transport Planning Team will be available to discuss any issues at the following times:

Friend's Meeting House, Ship Street
Thursday 14 June, Midday – 8pm
Saturday 16 June, 9am – 5pm

Bartholomew House, Bartholomew Square
Thursday 28 June, 8.45am – 4.45pm

For more information

If you would like any more information on these proposals please visit the council's Old Town webpage at www.brighton-hove.gov.uk/oldtown.

Alternatively you can email us at old.town@brighton-hove.gov.uk or speak to someone on 01273 290487 .

What happens next

All comments received during the consultation will be carefully considered and the results reported to a future Transport Committee Meeting. If there is sufficient support for one of the proposals then it will proceed to the next stage of development with a view to implementation commencing in January 2013.

Translation? Tick this box and take to any council office.

ترجمة؟ ضع علامة في المربع وخذها إلى مكتب البلدية. Arabic

অনুবাদ? বক্সে টিক চিহ্ন দিয়ে কাউন্সিল অফিসে নিয়ে যান। Bengali

需要翻譯? 請在這方格內加剔, 並送回任何市議會的辦事處。Cantonese

ترجمه؟ لطفاً این مربع را علامتگذاری نموده و آن را به هر یک از دفاتر شهرداری ارائه نمایید. Farsi

Traduction? Veuillez cocher la case et apporter au council. French

需要翻译? 请在这方格内划勾, 并送回任何市议会的办事处。Mandarin

Tłumaczenie? Zaznacz to okienko i zwróć do któregoś z biura samorządu lokalnego (council office). Polish

Tradução? Coloque um visto na quadrícula e leve a uma qualquer repartição de poder local (council office). Portuguese

Tercümesi için kareyi işaretleyiniz ve bir semt belediye burosuna veriniz Turkish

other (please state)

This can also be made available in large print, Braille, or on CD or audio tape

Old Town Traffic Improvement Proposals

We want your views

Please use this questionnaire to tell us what you think about the proposed changes to the Old Town. To make sure your views are considered please return the questionnaire by **9 July 2012** using the FREEPOST envelope enclosed. No stamp is required. Or you can complete this online at www.brighton-hove.gov.uk/OldTown

Q1 Are you:

- a) A resident of the Old Town
- b) A resident of Brighton & Hove who does not live in the Old Town
- c) Owner or manager of a business in the Old Town
- d) Other, please state

Q2 Of the two traffic proposals, which is your preferred option?

- a) Option A
- b) Option B
- c) Leave as is

Q3 If access to the Old Town was restricted, would you prefer:

- a) Vehicles requiring access are permitted in the Old Town at all times
- b) Vehicles requiring access are only permitted in the Old Town at certain times of the day, or days of the week. (please specify which times or days)

- c) Other (please specify)

(please note that vehicles requiring access to private car parks within the Old Town will not be covered by these restrictions)

Q4 Would you support the pedestrianisation of Boyce's Street?

Yes

No

Q5 Do you have any other comments about why you need access to the Old Town, or how you would like traffic to be managed in the Old Town in the future?

We want to make sure that our services are available to everyone in the community and that everyone is treated fairly when they use our services. We will only use this information to help us improve services and to identify gaps or barriers. Please fill in as much of the information as you feel comfortable with. It is anonymous and confidential.

About You

What age are you? I do not wish to disclose this

Gender

Male Female I do not wish to disclose this information

Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

Yes No I do not wish to disclose this

Please state the type of impairment which applies to you. People may have more than one type of impairment, in which case you may indicate more than one. If none of the categories apply, please mark 'other'.

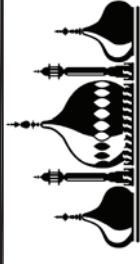
Physical Impairment Sensory Impairment Mental Health Condition
 Learning Disability/Difficulty Long-standing illness Other (please state)

KEY



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Rev	Revision details	Signed	Date
	Drawn:		
	Surveyed:		
	Checked:		
	Approved:		
	File/Acad ref:	S:\	



**Brighton & Hove
City Council**

Project Name

**OLD TOWN
BRIGHTON**

Drawing Title

**TRAFFIC
REGULATION
ORDERS**

Drawing No

008

Rev

Scale
Not to scale



Subject:	Brighton and Hove 20mph limit - Formal SLO Consultation		
Date of Meeting:	15 January 2013		
Report of:	Strategic Director - Place		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
	Email:	Emma.sheridan@brighton-hove.gov.uk	
Ward(s) affected:	Central Hove, Brunswick and Adelaide, Goldsmid, Regency, St Peters and North Laine, Preston Park, Queens Park, Hanover and Elm Grove		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that the submission of objections or other responses to the draft Speed Limit Orders did not close until 3rd January 2013. Time was needed to assess, investigate and respond to the objections received to ensure that a full report could be provided. As funding for the project is allocated in the current financial year it is essential that the report be considered at the January Committee.

1. SUMMARY AND POLICY CONTEXT:

1.1 The purpose of this report is to address comments and objections relating to the draft Speed Limit Orders (SLO). The orders outline the proposed introduction of a 20mph speed limit in Central Brighton and Hove as Phase 1 of a proposed City wide roll out of 20mph speed limits.

2. RECOMMENDATIONS:

2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders

- Brighton & Hove (Phase 1, Area 1) (20mph Speed Limit) Order 20** (TRO-22a-2012)
- Brighton & Hove (Phase 1, Area 2) (20mph Speed Limit) Order 20** (TRO-22b-2012)
- Brighton & Hove (Phase 1, Area 3) (20mph Speed Limit) Order 20** (TRO-22c-2012)
- Brighton & Hove (Phase 1, Area 4) (20mph Speed Limit) Order 20** (TRO-22d-2012)
- Brighton & Hove (Phase 1, Area 5) (20mph Speed Limit) Order 20** (TRO-22e-2012)
- Brighton & Hove (Phase 1, Area 6) (20mph Speed Limit) Order 20** (TRO-22f-2012)

- Brighton & Hove (Phase 1, Area 7) (20mph Speed Limit) Order 20** (TRO-22g-2012)

2.2 It is recommended that, if the above orders are approved by the Committee, a comprehensive monitoring programme accompany and follow the implementation of the 20mph speed limits in the Phase 1 area and that should such monitoring indicate that the introduction of the reduced speed limit has had a significant negative impact in line with objections raised, that a report be brought to the Committee seeking approval for remedial actions

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 A petition, signed by 372 people, was received in February 2009 calling upon the Council to “implement measures to reduce the speed limit to 20 mph and stop dangerous and speeding cars driving through our roads [eastern end of Goldsmid Ward].” This area is included under Speed Limit Order Brighton & Hove (Phase 1, Area 1) (20mph Speed Limit) Order 20** (TRO-22b-2012)

3.2 A petition, signed by 29 people, was received in February 2009 from the residents of Shirley Street calling upon the Council to address the issue of “speeding cars and motorbikes.” This area is included under Speed Limit Order Brighton & Hove (Phase 1, Area 1) (20mph Speed Limit) Order 20** (TRO-22b-2012)

3.3 A petition, signed by 268 people, was received in September 2009 calling upon the Council to “implement measures to improve pedestrian safety in Clarendon road, Ellen Street, Ethel Street, Conway Street and Fonthill Road. Measures such as reducing the speed limit to 20mph.” This area is included under Speed Limit Order Brighton & Hove (Phase 1, Area 1) (20mph Speed Limit) Order 20** (TRO-22b-2012)

3.4 In May 2010, following an investigation into 20mph speed limits and zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC), the panel produced a report containing 15 recommendations (see Background Document 1). In broad terms the main recommendation was the wider implementation of 20mph speed restrictions in residential areas and in the vicinity of community facilities to form coherent 20mph areas.

3.5 In addition to work carried out by the ECSOSC, which included a discussion at the Taxi Forum in March 2011, a presentation and discussion on the introduction of area wide 20 mph limits took place at the city’s Transport Partnership in November 2011.

3.6 In October 2011, the Department for Transport (DfT) set out a new policy framework for the country’s traffic sign systems. Included in this were provisions making it easier for councils to introduce 20mph schemes. This takes the form of a reduction in the need for physical traffic calming measures in 20mph zones by expanding the list of permitted traffic calming measures to include repeater signs and reducing the need for road humps and chicanes.

- 3.7 Following comprehensive speed limit reviews (see Background Documents 2 and 3), the Environment Cabinet Member Meeting in January 2012 approved the implementation of two pilot 20mph speed limit areas in Portslade and Stanford and directed officers to investigate the further possibility of the wider introduction of 20mph speed restrictions across the City. The process of evaluation of these pilots has begun with some early improvements to the scheme identified to improve compliance with the new limit. To date no accidents have been recorded in either of the pilot areas since implementation, the study period has however been very short, so it is not yet possible to properly assess the impact. A full evaluation of the pilot areas will be completed after the first year of implementation with any lessons learnt fed into the implementation of all further Phases.
- 3.8 An outline proposal for the phased introduction of 20mph speed restrictions across the City over a 4 year period was considered at the Environment Transport and Sustainability Cabinet Member Meeting in May 2012 where the principles of the proposed outline implementation programme (see Background Document 4) were agreed. Permission was granted to commence stakeholder and public consultation and preparatory research, surveys and street character assessments.
- 3.9 Public consultation on a 4 phase roll out on the introduction of a city wide 20mph speed limit took place between 17th June and 10th August 2012 with the full results shown in Appendix 1. The consultation was carried out utilising 10,000 surveys being sent out to randomly selected businesses and residences across the City. Additionally exhibitions were held at both Brighton and Hove Town Halls (3 days at each) where the public could discuss the proposals with officers; survey forms were available to those who had not received them in the post. The survey was also available on-line via the Council's website consultation portal.
- 3.10 A total of 3689 people responded as part of the consultation with 55 % in favour and 44.5% against the proposal. The most common reasons for objection were
- Not wishing to see a blanket 20mph limit across the city, just for certain areas (around schools, shops, play areas, inner areas) =8%
 - Concerns that the change will not be enforced = 8%
 - Concerns that the change will lead to increased congestion =7 %
 - Concerns about the costs of the scheme =7%
 - Concerns that the change will lead to increased emissions and pollution = 6%
 - Concerns that the change will lead to increased journey times = 6%
- 3.11 Given the majority level of support for the proposals amongst respondents, the recommendation on 27th November 2012, in the report to the Transport Committee Meeting, was to proceed with advertising and consultation on the draft Speed Limit Orders which detailed the proposals for the Phase 1 Area of the scheme, covering central Brighton and Hove.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

Petitions

- 4.1 A petition, signed by 881 people, was received in January 2013, from the Taxi trade calling upon the Council to *“Instruct the BHCC Transport Committee to defer their decision to proceed with the implementation of the 20mph Phase 1 plan and instruct the Transport Committee to consult the Taxi Trade Stakeholders as per the Sedley Requirements”*. Paragraph 4.12 below outlines the consultation that officers have engaged in with the taxi trade on the detailed proposals for Phase 1.

Stakeholder Meetings/Correspondence

- 4.2 A meeting was held with Sussex Police to discuss the detailed proposals for the phase 1 area on 13th September 2012. Sussex Police reported that they would not routinely expect to enforce 20mph limits as there is an expectation that these are self enforcing having been installed in accordance with DfT guidance. The approach of data collection and the principal of the scheme to be implemented as a signing and lining scheme was accepted as being in accordance with DfT guidance. Officers have consulted by email and phone with Sussex Police and the Sussex Safer Roads Partnership with regard to any potential negative crime and disorder implications. No objections have been received from the Police regarding the proposals for Phase 1 of the 20mph scheme.
- 4.3 Meetings were held with the Brighton and Hove Bus Company to discuss the detailed proposals for the Phase 1 area on 21st September and 3rd October 2012. At the meeting and by subsequent letter the Bus Company requested the removal of a number of bus routes from the Phase 1 implementation over concerns that increased journey times would impact on the commercial viability of bus services. These roads were; Church Road, Cromwell road, Davigdor Road, Goldstone Villas, Tisbury Road, Ditchling Road, Queens Park Road and the Eastern end of Elm Grove.
- 4.4 Meetings were held between officers and representatives of the Taxi Trade to discuss the detailed proposals of the phase 1 area on, 26th November, 10th December 2012, and 9th January 2013. In addition officers attended the Taxi Forum on 6th December where the Phase 1 proposals were discussed in detail and issues raised by members of the forum were considered and noted for investigation. At these meetings officers discussed in detail with taxi representatives the concerns and objections to the scheme from the trade which focused on concerns about increased journey times and the negative impact this would have on drivers in terms of income and their personal safety.

Advertisement of Draft Speed Limit Orders

- 4.5 The draft Speed Limit Orders (SLO) were advertised on 13th December 2012 with the closing date for comments and objections the 3rd January 2013.
- 4.6 The Ward Councillors for the areas were consulted, as were the Bus and Taxi Companies operating within the City and the statutory consultees such as the Emergency Services. The notice was published in The Argus newspaper. The Orders were available to view at Hove Library, Jubilee Library, the City Direct Offices at Bartholomew House and Hove Town Hall. The documents were also available to view and to respond to directly on the Council website.

- 4.7 In total, correspondence was received from 36 individuals, businesses or organisations in response to the 7 SLOs (hard copies are available to view in the Members Room).
- 4.8 Correspondence from 3 individual residents (2 within the Phase 1 area and 1 without) was received in support of the proposals. In addition to offering general support to the Phase 1 proposals, specific comments made included the desire to see the limit on Church Road reduced to 20mph, the desire for taxis in the city to slow down and support for the wide area approach as it would reduce confusion, be easily understood and more cost effective than smaller zones approach.
- 4.9 Correspondence received from 3 organisations, 1 business and 29 individual residents (16 within the Phase 1 area and 13 without) were objections to the proposals.
- 4.10 Those who have written in objection to the SLO include Brighton and Hove Bus Company, the GMB Brighton and Hove Taxi Section, the Brighton and Hove Private Hire Association and 9 self identified taxi drivers. No resident objected to the street on which they lived.
- 4.11 The correspondence that stated an objection(s) to the SLO has been reviewed in order to understand the various reasons behind the objections. Included within the 33 objections and the issues raised via stakeholder meetings are 16 different issues. A number of submissions and discussions related to more than one issue. The number of times each issue has arisen is indicated below along with a response to each issue.

Consultation

- 4.12 11 objections, 8 of which specifically referenced the taxi trade, stated a lack of appropriate and required consultation on the proposals and a prejudgement of the outcomes.
- 4.13 The level of consultation that has been undertaken on the proposals to date, from the policy concept stage through to the advertisement of the draft SLOs and the detailed proposals for Phase 1 of the scheme are detailed in this report (Sections 3 and 4). The public consultation was widespread, open to all. Officers have also held a number of meetings with stakeholders, including 4 meetings with representatives from the taxi trade to discuss the detailed proposals for the Phase 1 area. As such, officers are confident that the requirements for consultation on this stage of the scheme have been adhered to.
- 4.14 No final decision will be taken on the proposals for Phase 1 as outlined in the SLOs until it has been debated at this Committee meeting. The purpose of this report is to ensure that the Committee has the fullest possible information, including all representations and objections, when reaching its decision.

Impact on Journey Times/Increased Congestion

- 4.15 16 objections, including those from Brighton and Hove Bus Company and the Taxi Trade, were made on the grounds that the scheme would have a negative impact on journey times within the area, with a number citing a 30% increase in

time and concerns that this would negatively impact on bus services and congestion levels in the city as well as having negative impact for taxi drivers in terms of a loss of income and an increase in aggression from customers.

- 4.16 Detailed investigations have concluded that for journeys within the Phase 1 area a significant proportion of journey time (71% off peak and 79% in peak hours) is the result of delays at junctions, traffic signals, crossing points, general congestion and in the case of buses passengers boarding and alighting at bus stops. Only a small proportion of the journey time stems from how long it mathematically takes to drive the distance at a given speed. Consequently it is not anticipated that there will be significant negative impacts to journey times within and through the Phase 1 area as a result of the proposals.
- 4.17 In addition, research has shown that where speed limits are reduced (for example from 30mph to 20mph) that traffic flows can be improved as cars more easily turn into and out of traffic at junctions and flow at a more constant speed without the need for excessive acceleration and braking at junctions, traffic signals and crossing points. This would have the result of making improvements on journey times which could offset any small increases stemming from the reduction in speed limit and easing congestion.
- 4.18 Officers have sought advice from other Local Authorities who have implemented similar schemes on the issue of journey times. No significant issues have been reported from other Authorities with monitoring data from Bristol showing that the introduction of 20mph did not adversely affect Bus Times which resulted in First Bus Company in the city withdrawing their objection to the scheme.
- 4.19 The concerns raised by the Brighton and Hove Bus Company and the taxi trade refer in the main to peak and off peak journey time differences and in the case of the Bus Company across entire bus routes. Officers have investigated these differences and have made provision for them in the proposals through the exclusion in Phase 1 of the A259 (Seafront) and A270 (Old Shoreham Road). In addition proposals for the later stages of the 20mph programme, should approval for the scheme be given will include the exclusion of main roads and strategic bus routes; New Church Road, Ditchling Road (north of the railway line), A23 (north of the railway line), Lewes Road (North of Bear Road) and A270 (Old Shoreham Road)
- 4.20 There is no desire to negatively impact on the excellent bus and taxi services that are provided to users across the city and the Council has been and will remain committed to the implementation of bus and taxi priority measures where possible and practical. Officers recognise that evidence from other Authorities can only give an indication of what may be expected to happen in Brighton and Hove and that the city's experience may differ.
- 4.21 It is recommended, therefore, that a comprehensive monitoring programme accompany and follow the implementation of the 20mph speed limit in the Phase 1 area and that should such monitoring indicate that the introduction of the reduced speed limit has had a significant negative impact in line with objections raised, that a report be brought to the Committee seeking approval for remedial actions.

Impact on Road Casualties and Collisions

- 4.22 Objections suggested that the scheme would not reduce casualties and would result in more accidents.
- 4.23 There is significant and robust evidence, recognised by Department for Transport, Department for Health, Public Health England, and many other national and international bodies that a reduction of speeds from 30mph to 20mph can and does result in a reduction in both the frequency and severity of collisions and casualties. Vulnerable roads users (pedestrians and cyclists) are more likely to be killed or seriously injured at speeds of 30mph than at 20mph. Stopping distances of cars travelling at 20mph are much shorter than for those travelling at 30mph making it more likely that drivers will have time to react to accidents and even if not entirely prevent a collision taking place, reduce its severity.
- 4.24 The Phase 1 area of the scheme contains the location of 43% of all pedestrian casualties and 48% of all cyclist casualties in the City. Even a small decrease in these numbers would represent a significant reduction. Research conducted for the Department for Transport suggests that a reduction of just 1mph in average speed could result in a 6% reduction in casualties.
- 4.25 In addition to reducing the casualty numbers across the city it is important to consider that increasing safety should be regarded not simply as an absence of collisions but as related to perception and use of the street. In a recent city wide survey, when asked about their levels of satisfaction with regards to the street where they lived respondents cited the road safety of their street as having the highest level (21%) of dissatisfaction. Research has shown that a reduction in traffic speed can have a positive impact on the perceived safety of an area.

Air Quality, Pollution and Emissions

- 4.26 8 objections related to a perceived reduction in air quality that would result from the scheme and included assertions that cars would need to drive in lower gears.
- 4.27 Evidence is limited in this area with the majority of research conducted in to the impacts of speed on emissions having been undertaken at motorway speeds. German research has shown that driving at a speed of 20mph over an area results in a reduction of idling engines, gear changes and accelerations and braking all of which can reduce vehicle emissions. Austrian research has shown that driving at 20mph can result in a 24% reduction in some emissions (NOx) but can also result in a slight rise in Carbon Monoxide (CO) and Hydrogen's (H).
- 4.28 A key aim of the scheme proposals are, however, to create streets that are perceived to be more attractive and safer for walking and cycling. The potential increase in active travel modes that could be achieved from the scheme would lead to a reduction in car journeys, particularly those which are short and local in nature (which are the most polluting) and consequently would have a positive impact on air quality and pollution levels.

Enforcement and Compliance

- 4.29 9 objections were on the basis that the new limit would be unenforceable/unenforced and that drivers would not comply with it and potentially face criminal charges as a result.
- 4.30 It is recognised that police resources are limited, however, enforcement levels will be at the levels currently undertaken for the 30mph limit. The proposals comply with the Department for Transport guidance for self enforcing schemes but monitoring of the area during and after implementation would reveal any problem area in relation to compliance. Further intervention may be required for individual roads to ensure compliance and this can range from the use of vehicle activated signage, additional traffic calming measures, community speed watch activities as well as active police enforcement and if necessary a review of appropriateness of the limit itself.
- 4.31 The scheme will be accompanied with an education and communication campaign which will further make the public aware of the merits of the scheme and its potential impacts as well as encouraging compliance and empowering people to drive within the limit.
- 4.32 With regards to the issue of criminalising drivers who break the limit, it is expected that drivers would obey the legal speed limits in force on any road whether they be 30mph or 20mph.

Request for variable speed limits for evenings

- 4.33 5 objections requested that variable speed limits be implemented such that the 20mph limit would not apply on certain roads at night-time. Several of the roads specifically identified by the GMB Taxi Section indicated a desire to see the road remain, under a variable limit, 30mph in the evenings. These roads were; Blatchington Road, Church Road, Clarendon Villas, Cromwell Road, Dyke Road (Old Shoreham road Junction to Seven Dials), New England Road, Preston Road (New England Road Junction to Viaduct), Queens Road (Railway station to North road Junction), Western Road (St Johns road to Montpelier Road Junction), Gloucester Place, Grand Parade, Grand Parade Mews, Old Steine, Pavillion Parade, Beaconsfield Road (Viaduct Road Junction to Railway Bridge), Ditchling Road (St Peters Place to railway Bridge), Lewes Road (St Peters Place to Bear Road Junction), London Road (St Peters Place to Preston Circus), Dyke Road (regent row Junction to western Road/Queens Sq), North Road, Queens Road (North Street to North Road) and Elm Grove.
- 4.34 Officers have investigated the possibility of variable speed limits at length. The Government's Strategic Road Safety Framework allows an advisory part-time 20mph speed limit sign, with flashing school warning lights, for use in the proximity of schools. As such under current traffic regulations variable limits such as those requested by the GMB would not be legally enforceable without specific authorisation from the Department for Transport. In addition, and in consideration of the fact that the rules may in future change it is worth noting that the provision of the Variable Message signs that would be needed would increase the cost of the programme exponentially such that the Phase 1 area alone would run to millions of pounds not just in terms of implementation but in ongoing maintenance costs making it unaffordable for the Council. It is considered also that the introduction of widespread variable limits would create confusion for all road users.

Mandate for the scheme

- 4.35 1 objection stated that the Council had no mandate to implement the scheme.
- 4.36 Whilst the results of the previous consultation demonstrated a significant level of support for the proposals, it also highlighted the fact that some people are strongly opposed to the scheme and the principles that underlie it. However, the majority of respondents to the public consultation were in favour of the proposals. In consideration of this and the evidence of the benefits of the scheme there is a clear mandate to continue with implementation of the scheme as proposed.

Failure to have regard to DfT Guidance

- 4.37 1 objection, received from the GMB Taxi Section, stated that the Council had not taken account of the Department for Transport Circular Roads 1/93 when developing the scheme.
- 4.38 The guidance referred to in the objection has been cancelled and replaced by DfT Circular 1/2006 *Setting Local Speed Limits*. The proposals presented for approval comply with this most recent guidance. Officers will continue to have regard to the most update and current DfT guidance on speed limits.

Deviation from the example of other Authorities

- 4.39 2 objections stated that the proposals, particularly in so far as they included A and B roads, were in contrast to schemes introduced by other Local Authorities.
- 4.40 An increasing number of traffic authorities in England have or are in the process of implementing area wide 20 mph speed limits. These include but are not limited to Portsmouth, Newcastle, Bristol, Oxford, Islington, Camden, Hackney, Waltham Forest, Liverpool, and York. Local, regional and national media has increasingly, and positively, been giving coverage to such schemes and as such Brighton and Hove with this scheme are very much in tune with national practice.
- 4.41 With regard to the inclusion of A and B roads within the Phase 1 proposals, this is not an unusual practice for such schemes in central city areas (of which Phase 1 is). For example, Newcastle City Council reduced the speed limit on their inner ring road (a large A road) to 20mph in 2004, Bristol City Council have confirmed that it is their intention to include all their main roads in their 20mph programme unless there is a specific case made not to and Cambridge City Council include Maids Causeway and a section of Newmarket Road, both main roads, in their initial phase of 20mph speed limits. In response to consultation, the proposals for Phase 1 and indeed later stages of the scheme which are still in development, have excluded main roads from the new speed limit, these roads are detailed in paragraph 4.17 above. Where main roads have been included with the phase 1 area I is due to them being either predominately residential or high street in nature or to ensure the creation of a coherent 20mph area.

Waste of Money

- 4.42 3 objections were on the grounds that it represented a waste of money or that funds would be better spend on other traffic calming measures.
- 4.43 The proposals for Phase 1 are considered to be cost effective and are significantly less expensive that it would be to implement separate 20mph zones each of which would require traffic calming measures. This is recognised in the

Department for Transport changing the requirements for such schemes as described in paragraph 3.4 above.

Negative impact on local business

- 4.44 4 objections stated that the scheme would have a negative economic impact on the area or the city as a whole.
- 4.45 There is no evidence that this would be the case. By encouraging people to feel safer on their local streets and encouraging more active modes of travel particularly for local journeys it is likely that local businesses will benefit from the proposals through increased footfall on local high streets. The concerns regarding journey times and congestion which have led to some of the objections under this theme have been addressed under paragraphs 4.15 to 4.20 above and paragraph 4.37 above provides an indication of the positive publicity, which in turn can attract visitors to an area, that could be gained from implementing the scheme proposed.

Lack of comprehensive research

- 4.46 2 objections, both from the taxi trade, insisted that evidence and research undertaken by officers and provided to the Transport Committee was not comprehensive, misleading or inaccurate, particularly with regard to the benefits and dis-benefits of the scheme as evidenced from other cities where similar schemes have already been implemented.
- 4.47 Officers have made extensive investigations in the issues raised by the proposed introduction of this scheme. This has involved not only extensive research into the local data available but also the collection of a significant amount of new data on the city that will be of use not simply for this scheme but for other transport schemes. In addition an extensive review has been undertaken of academic research and the experiences and monitoring of other Local Authorities. At no time has misleading information been presented to the Transport Committee and the recommendations presented by officers are based on a thorough and comprehensive research of the available evidence locally, nationally and internationally. Monitoring of the effectiveness of the scheme will be carried out, as set out in Recommendation 2.2.

Equalities

- 4.48 1 objection stated that the scheme contravened equality laws
- 4.49 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. In reducing the perception of road danger the scheme should enable children, young people and adults to make more and better use of their local streets. As such the scheme is supportive of the Council's Equality and inclusion policies.

Legality of Speed Limit Order

- 4.50 1 objection questioned the legality of the draft Speed Limit Orders advertised
- 4.51 The orders have been prepared in accordance with the Road Traffic Regulation Act 1984 and the relevant procedural regulations.

Scheme is anti-car

- 4.51 2 objections stated that the proposals were anti-car
- 4.53 The scheme is not anti-car and is intended to improve the street environment for all road users including car drivers by reducing the number and severity of collisions and casualties on the City's roads, improving traffic flows and making the city a better place to live in.

Scheme should not include main/arterial routes (Inclusion/Exclusion of Specific Roads)

- 4.54 A number of submissions objected to the inclusion of specific roads within the Phase 1 area. The roads identified are detailed below together with a response to each:
- 4.55 Church Road and Blatchington Road – these roads were specifically objected to by 3 residents, the GMB Taxi Section, Brighton and Hove Bus Company. Church Road was objected to by the Private Hire Association. The reasons for the objections given were that the roads are arterial and are bus routes.
- 4.56 Both Church Road and Blatchington Roads are residential roads (54% and 65% respectively) which also operate as high street environments for their local communities. Average speeds recorded on these roads are below the 24mph limit recommended in Department for Transport Guidance on 20mph speed limits and this together with the residential/high street nature of the roads. The objection to these roads from the GMB Taxi Section related onto the inclusion of these roads in the evening and this issue is deal with above under paragraph 4.33 above.
- 4.57 The inclusion of Church Road was specifically supported by 1 resident submission.
- 4.58 1 resident objected to the inclusion of London Road, Ditchling Road, Eastern Road and Lewes Road away from the City Centre. These roads were also objected to by the GMB Taxi Section and the Private Hire Association in addition to Dyke Road .
- 4.59 The inclusion of these roads (with the exception of Eastern Road which is not in fact included) in only partial with the central area which comprises Phase 1. As these roads leave the city outside of Phase 1 there are no proposals for them to be 30mph as outlined in paragraph 4.17 above.
- 4.60 A number of residential roads were specifically objected to by the GMB Taxi trade, and the Private Hire Association for the reason that they are arterial roads. The roads specified are; Cromwell Road, Cheapside, Denmark Villas, Eaton Gardens, Eaton Road, Goldstone Villas, Grand Avenue, Holland Road, The Drive, Chatham Place, Davigdor Road, Denmark Terrace, Landsdowne Road, Motefiore Road, Montpelier Road, Montpelier Place, Bath Street, Buckingham Place, The Upper Drive, Egremont Place, Lower Rock Gardens, Upper Rock Gardens, Queens Park Road.
- 4.61 All of the roads listed in paragraph 4.52 are predominantly residential in nature i.e. 90% or more residential and as such are recommended for inclusion in the scheme under Phase 1 as the speed of traffic along them is likely to have an effect on the communities who live on them. A road that appears as just a through route for someone driving is a neighbourhood street where people live and should feel safe.

- 4.62 The GMB and Private Hire Association objected to a small number of additional roads for the reason that they are arterial roads. The roads specified are; Station Approach, New England Street, Terminus Road, Edward Street, Union Road, Upper Lewes Road, Viaduct Road, North Road, Tenantry Down Road and Warren Road.
- 4.63 As individual, isolated, roads within a wider 20mph area it is necessary to include these roads in order to create a coherent 20mph area. To exclude these roads would create confusion for drivers and other roads users and reduce the likelihood of compliance with the area as a whole. Many of the roads are short in distance and for example Station Approach are unlikely to see speeds over 20mph anyway. The inclusion of Warren Road in the proposals is only for a very small section as the road joins Elm grove and Freshfeild. The remainder of the road is not proposed for inclusion in later stages.
- 4.64 2 objections were received which related to the belief that traffic levels would increase on Old Shoreham Road and Kingsway (1 objection each) as a result of their exclusion from the scheme.
- 4.65 It is not considered that there will be any appreciable increase in traffic on these roads due to the area wide nature of the scheme it is not anticipated that there will be any significant displacement of traffic from existing routes. Indeed a successful outcome of the scheme is likely to be a decrease in traffic levels across the city as a whole as walking and cycling become more appealing options for those who feel safer on the streets.
- 4.66 It is recommended that, having taken account of all duly made representations and objections, the Committee approves as advertised the Speed limit Orders for the Phase 1 area of the City 20mph speed limit.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Capital: It is anticipated that the project will extend over at least 3 years. The sum of £0.5million has been allocated for the introduction of 20mph speed reductions in the city, out of the Local Transport Capital Budget for 2012-13. In addition, an indicative sum of £0.5million has been identified for each of the subsequent two years. The overall project cost is expected to be approximately £1.5m but will be reviewed on an annual basis.
- 5.2 Revenue: The introduction of new signs and markings will impact on future revenue maintenance budgets, which may therefore require further funding.

Finance Officer Consulted: Name: Karen Brookshaw Date: 10/01/13

Legal Implications:

- 5.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

- 5.3 The Council is under a duty to exercise its powers under the Act secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.
- 5.4 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.
- 5.5 The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect 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 where this is necessary, proportionate and for a legitimate aim.

Lawyer Consulted:

Name: Carl Hearsum

Date: 11/01/2013

Equalities Implications:

- 5.6 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. In reducing the perception of road danger the scheme should enable children, young people and adults to make more and better use of their local streets.

Sustainability Implications:

- 5.7 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user-friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's 'One Planet Living' programme.

Crime & Disorder Implications:

- 5.8 Issues relating to the prevention of crime and disorder were raised through consultation with the taxi trade. In particular the issues of personal attacks on taxi drivers (as a result of customers complaining that the driver is travelling at too slow a speed) and the implications of the revised speed limit on the ability of taxi and bus service to “clear taxi ranks in the evenings, particularly on weekend nights.
- 5.9 Officers have discussed these issues with Sussex Police and the Safer Roads Partnership and with other Local Authorities who have implemented similar schemes and, whilst understanding the concerns and the reasons behind them, have been unable to find any evidence that suggests these concerns will be realised.
- 5.10 It is recommended that officers continue to work closely with the taxi trade and the Police to monitor these issues such that should the concerns be realised remedial actions can be put in place. In addition that the plans for road safety and general communications on the scheme include provision to make it clear that taxi drivers are required to drive within the legal speed limits and should not be criticised for doing so.

Risk and Opportunity Management Implications:

- 5.11 If approval not given at this meeting it is unlikely that the allocated budget for this scheme will be spent within the current financial year.
- 5.12 There is a risk that the desired outcomes of the proposed scheme will not be realised. Comprehensive monitoring of the scheme as and after it is implemented will ensure that any issues can be addressed and where necessary remedial action taken.

Public Health Implications:

- 5.13 Road casualty reduction is a Public Health priority. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph (ROSPA factsheet). A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children. It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

Health Officer consulted: Name: David Brindley on behalf of Dr Tom Scanlon,
Director of Public Health

Corporate / Citywide Implications:

- 5.14 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
- 5.15 Brighton and Hove Bus Company have raised concerns about the impact of the introduction of 20mph speed restrictions in the off peak hours on a number of bus routes which cross the City. Research carried out whilst preparing the proposals, together with the growing evidence base of actual impacts of such schemes in other areas, indicate that such concerns are unlikely to be realised as a result of the implementation of Phase 1, much of which is already subject to a 20mph limit. Monitoring will, however, be undertaken should the scheme progress to implementation, which will include bus journey times

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

The following courses of action have been explored

- 6.1 Introduction of part time speed limit restrictions. This option is explored in paragraph 4.33 above
- 6.2 Removal of A and B roads from the proposals. This is explored in paragraph 4.38 above.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval to proceed to implementation of Phase 1 of the introduction of a 20mph limit in the city centre after taking into consideration of the duly made representations and objections. These proposals recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Objections / representations Summary

Documents in Members' Rooms

1. Objections / representations

Background Documents

1. Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report on 20mph (2010)
2. Speed Limit Review – A & B Class Roads (September 2010)
3. Speed Limit review – 20mph Pilot Schemes (June 2011)
4. Environment and Transport Sustainability Cabinet Member Meeting – “Brighton & Hove – A 20mph City” report (May 2012)

5. Item 32 – Transport Committee Report - “Brighton & Hove – A 20mph City?”
(November 2012)

TRANSPORT

2012-13

2013 - 2014

	Actual charge	Inflation of 2% Actual Calc'n	Inflation of 2% Rounded COL B	Percentage Change 2012/2013 to 2013/2014 (COL A to COL B)
	£	£	£	%
HIGHWAYS				
Vehicle Crossing Inspection - First inspection	12.00	12.24	12	0.0
Vehicle Crossing Inspection - Proceeding to works	80.00	81.60	82	2.5
Private Road Opening Licences (new)	315.00	321.30	321	1.9
Private Road Opening Licences (Existing)	205.00	209.10	209	2.0
S50 Road Opening Charge – Existing Plant/Road	310.00	316.20	316	1.9
S50 Road Opening Charge – new Plant/Road	410.00	418.20	418	2.0
Works on the Highway (installation of ramps etc)	105.00	107.10	107	1.9
Temporary Traffic Lights (application and approval of changes to traffic light junctions)	105.00	107.10	107	1.9
Oversailing (Permission to move materials/build temporary structures over the public highway)	105.00	107.10	107	1.9
Officer time (When needed on site checking traffic management or traffic signals)	42.00	42.84	43	2.4
Additional Search Enquiries				
Solicitors and other agency queries per question	35.00	35.70	36	2.9
Traffic Regulation Orders - Planned (Temp or Permanent)				
Administration & advertising costs	1,600.00	1,632.00	1,632	2.0
Traffic Regulation Orders - Notices (Temp - Emergency)				
Administration fee & officer time	300.00	306.00	306	2.0

SCAFFOLD LICENCE

Initial 6 weeks	50.00	51.00	55	10.0
Renewal subsequent 8 weeks	50.00	51.00	55	10.0
Initial 6 weeks for 12m. length along the Public Highway	163.00	166.26	170	4.3
Renewal subsequent 8 weeks for 12m. length along Public Highway	163.00	166.26	170	4.3

SKIP LICENCE

Returnable Deposit	54.00	55.08	55	1.9
Deposit Processing Fees	15.30	15.61	16	4.6
1 day licence Standard Skip	5.00	5.10	5.5	10.0
7 day licence Standard skip	20.00	20.40	22	10.0
28 day licence Standard Skip	40.00	40.80	44	10.0
1 day licence Large Skip	20.0	20.40	22	10.0
7 day licence Large Skip	40.0	40.80	44	10.0
28 day licence Large Skip	80.0	81.60	88	10.0

HOARDING

Area of hoarding less than 10 square metres of ground plan Initial 8 weeks	50.00	51.00	55	10.0
Renewal subsequent 12 weeks per square metre	50.00	51.00	55	10.0
Area of hoarding 10 square meters or more of ground plan 12 weeks per square metre	18.40	18.77	19	3.3

MATERIALS

Per week	20.00	20.40	22	10.0
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal decontamination units. Per square metre	18.40	18.77	19	3.3

OBJECTS ON THE HIGHWAY**(TABLES AND CHAIRS, SHOP DISPLAY ETC)**

Initial application less than 5 square metres	150.00	153.00	153	2.0
Initial application 5 square metres or greater	305.00	311.10	311	2.0
Annual renewal fee per square metre	20.00	20.40	20	0.0

A-BOARD LICENCE

new application first year	85.00	86.70	87	2.4
Annual renewal fee	60.00	61.20	61	1.7

OTHER FEES

Highway Licence detail changes	25	25.50	26	4.0
One off promotions per square metre	21	21.42	21	0.0

SIGNS

Brown Tourist signs	164.00	167.28	167	1.8
Neighbourhood watch signs	33.70	34.37	34	0.9

LINING

Access Protection White Lines	10 per metre	10.20	10	0.0
Replacing lining after crossover work	10 per metre	10.20	10	0.0

TRO FOR NEW PARKING RESTRICTIONS O/S PARKING SCHEMES

Administration, advertising costs, officer site visits, signing and lining c	New	2,000.00		
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DISABLED BAYS

Application fee	10.0	10.20	10	0.0
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CULTIVATION LICENCE

	NEW		30	0.0
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Licence for individuals who wish to cultivate a highway verge or or other highway green space adjacent to their property.

Charge is minimal but required to cover costs of administration and officer time

