

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 91

Brighton & Hove City Council

Subject:	CIVITAS Road Safety Campaign		
Date of Meeting:	26 January 2010		
Report of:	Director of Environment		
Contact Officer:	Name:	Debbie Reed	Tel: 29-0367
	E-mail:	debbie.reed@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ENV13981	
Wards Affected:	Moulsecoomb & Bevendean; St Peter's & North Laine		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 As part of the Council's ongoing sustainable transport strategy the CIVITAS Road Safety Campaign project aims to assist in improving road safety and reducing casualties at high risk sites. The project targets groups of people who are statistically most at risk of being injured in collisions. The objective of the project is to reduce future casualties through physical safety measures and by increasing road safety awareness in groups identified as most 'at risk'.
- 1.2 The project will enable the authority to meet its legal duty to promote road safety and to address the national, Local Area Agreement and Government targets of reducing the number of people killed or seriously injured (KSI's).
- 1.3 The project will be supported by funding from the European Union CIVITAS project. Cabinet formally accepted grant funding through the CIVITAS programme on 16 October 2008. The overall grant of £2.2 million provides Brighton & Hove City Council with funds to research and implement a number of innovative small-scale transport projects over a four-year period. Involvement in the CIVITAS process provides an excellent opportunity for the council to take advantage of additional investment in the City's transport infrastructure and services.
- 1.4 The following report seeks approval to progress the identified sites to Detailed Design stage and to advertise any necessary Traffic Regulation Orders.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member gives approval to progress the five sites in London Road and Lewes Road (as identified in paragraph 3.3 of this report) to detailed design stage and advertise Traffic Regulation Orders.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Sussex Safer Roads Partnership (SSRP) carried out research to identify groups most at risk of being injured or involved in traffic collisions, and locations within

the CIVITAS area (see Appendix F) where the 'at risk' groups are most frequently injured.

3.2 The research considered all road traffic collisions and resulting casualties within the CIVITAS area from 1 January 2005 to 31 December 2008 – a four year period. It identified a number of groups that represent the majority of road users who have been Killed or Seriously Injured (KSI) and are therefore identified as most 'at risk'. The groups are:

- Pedestrians, 10 -24 yrs
- Cyclists 20 -34 yrs
- Motorcyclists (all ages)
- Moped riders 16 & 17 yrs

3.3 Further research was carried out to determine where (within the CIVITAS area) the 'at risk' groups are most frequently injured or killed. This work identified five sites on London Road and Lewes Road as being high risk in terms of road safety. Details of current problems at these locations, along with proposed remedial measures, are attached as Appendix E. The five sites are:

- London Road (Real Time Bus Information sign outside Iceland)
- London Road / Baker Street junction
- London Road (between Baker Street and York Hill junctions)
- Lewes Road / Franklin Road junction
- Lewes Road / Coombe Terrace / Coombe Road junction

3.4 If approval is given to progress site designs to Detailed Design stage, and Traffic Regulation Order processes do not result in objections to the proposals, the measures will be implemented between February 2010 and September 2010, in line with CIVITAS targets for delivering these projects.

4. CONSULTATION

4.1 The project was included as part of a package of transport investment. CIVITAS reporting process. Cabinet accepted CIVITAS programme funding on 16 October 2008 and Cabinet noted the CIVITAS update and work programme on 9 July 2009.

4.2 Internal consultation has been carried out with the Cabinet Member for Environment and relevant internal Council departments.

4.3 Wider public consultation will be carried out through the Traffic Regulation Order process. (As the proposals are relatively minor, wider consultation is not considered necessary).

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The project will be funded from the CIVITAS grant allocated for Road Safety Campaigns improvements at 5 sites where road safety improvements would benefit.

- 5.2 A cost/benefit evaluation of the proposals (calculated by comparing cost of works against costs of accidents) has shown each has a cost benefit First Year Rate of Return in excess of 100%.

Finance Officer Consulted: Patrick Rice

Date: 08/12/09

Legal Implications:

- 5.3 Before implementation, all relevant procedural requirements will need to be dealt with. For example, it will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any un-withdrawn objections or representations to be considered before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

Lawyer Consulted: Stephen Dryden

Date: 02/12/09

Equalities Implications:

- 5.4 The proposed measures will be of benefit to all road users. Improving safety for groups of particularly vulnerable road users will contribute towards equality of access for all.

Sustainability Implications:

- 5.5 The proposed improvements will create a safer and more attractive environment for all road users – especially pedestrians and cyclists.

Crime & Disorder Implications:

- 5.6 The proposed schemes will result in a safer, more attractive environment which should increase activity levels in the CIVITAS area. This may result in some crime and disorder benefits.

Risk & Opportunity Management Implications:

- 5.7 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs have been implemented.

Corporate / Citywide Implications:

- 5.8 By reducing road casualties and enhancing accessibility the project will contribute towards growing the economy, improving access for all and reducing inequality.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The primary objective of the project is to address high priority road safety sites in the Civitas area and protect road users who are proven to be at highest risk of involvement in road traffic collisions. As such the approach is evidence based.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To enable the Cabinet Member for Environment to note progress to date and give formal approval for work at the proposed sites to proceed to the next level of development (detailed design and advertising of Traffic Regulation Orders).

SUPPORTING DOCUMENTATION

Appendices:

1. A. Proposed plan: London Road / Baker Street junction
2. B. Proposed plan: London Road (Between Baker Street and York Hill junctions)
3. C. Proposed plan: Lewes Road / Franklin Road junction
4. D. Proposed plan: Lewes Road / Coombe Terrace / Coombe Road junction
5. E: Table of proposed road safety measures
6. F: Map of CIVITAS Area

Documents in Members' Rooms

None

Background Documents

None