

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 115

Brighton & Hove City Council

<b>Subject:</b>	<b>North Street Mixed Priority Route (MPR) - Clock Tower junction/ North Street Quadrant</b>		
<b>Date of Meeting:</b>	<b>19 February 2009</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Owen McElroy</b>	<b>Tel:</b> 29-0368
	<b>E-mail:</b>	owen.mcelroy@brighton-hove.gov.uk	
<b>Key Decision:</b>	Yes	Forward Plan No. ENV7935	
<b>Wards Affected:</b>	Regency; St Peter's & North Laine		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The North Street Mixed Priority Route (MPR) Clock Tower junction/North Street Quadrant phase two proposals are an essential part of a road safety scheme designed to address the high level of bus/pedestrian collisions in this transport corridor.
- 1.2 The first phase of the project was approved by the Environment Committee in March 2008 and will be completed in February 2009.
- 1.3 The Clock Tower junction/North Street Quadrant proposals form part of the second phase of the MPR scheme and will complete the Project. They have been undertaken in partnership with Sussex Police, Brighton & Hove Buses, local community and traders groups.
- 1.4 The scheme is a mixture of road safety engineering measures and improved street design to improve the environment for all road users. It provides more crossing facilities closer to where people want to cross and improvements to make them safer, widening footways to give pedestrians more space, reducing traffic flows and speeds in the area and improvements for cyclists
- 1.5 The scheme also provides a number of additional benefits that will contribute to improving the area as a key destination for visitors and shoppers. Through high quality, sustainable materials, de-cluttering and lighting improvements, the scheme will also contribute to the council's Conservation Strategy through the enhancement of the character and appearance of Conservation Areas and maintaining and introducing high quality streetscape as part of the setting of the Clock Tower a grade 2 listed building.
- 1.6 This report is to enable the Cabinet Member to consider representations received concerning the North Street Quadrant proposals and to The Brighton & Hove (Dyke Road, North Street & Western Road Bus Priority) (Traffic Regulation) Order 2004 Amendment Order No. \* 200\* and to seek approval for the proposals to be implemented.

## **2. RECOMMENDATIONS:**

- 2.1 (1) That the Cabinet Member for Environment approves The Brighton & Hove (Dyke Road, North Street & Western Road Bus Priority) (Traffic Regulation) Order 2004 Amendment Order No. \* 200\*
- 2.2 (2) That the Cabinet Member for Environment approves the preferred scheme for the Clock Tower junction/North Street Quadrant scheme as detailed in Appendices A1 and A2.
- 2.3 (3) That the Cabinet Member for Environment agrees that officer delegated powers to issue highway licenses for table and chairs and Advertising Boards are revoked within the area delimited within the green line shown in Appendices in A1 and A2, in order to more effectively control street furniture at the North Street Quadrant to prevent obstruction to pedestrians, especially those people who are disabled.
- 2.4 (4) That the Cabinet Member for Environment authorises the Director of Environment to begin implementation of the preferred scheme during 2008/09 and ensure its completion during 2009/10, within the budgets available.

## **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The first phase of the North Street MPR Castle Square/Old Steine scheme, as approved by March 2008 Environment Committee, is now substantially complete.
- 3.2 The second phase, North Street from East Street to Churchill Square, was approved by July 2008 Environment CMM and is under construction.
- 3.3 Traffic orders relating to outstanding areas of detailed design were advertised in December 2008 and a summary of objections/comments received and officers' responses are attached in Appendix C. The traffic orders were advertised as one public notice but only The Brighton & Hove (Dyke Road, North Street & Western Road Bus Priority) (Traffic Regulation) Order 2004 Amendment Order No. \* 200\* is relevant to this report. Representations were received to that Order but no formal objections were received.
- 3.4 Brighton & Hove is one of the main tourist and shopping destinations in the south-east and attracts 8 million visitors a year, bringing in £480 million to the local economy (2006). North Street is a key City Centre retail and commercial street with a footfall of up 32,000 pedestrians a day.

## **4. CONSULTATION**

- 4.1 Outline proposals for the North Street Mixed Priority Route (including Ship Street and the Clock Tower junction/North Street Quadrant) were put to public consultation at February/March 2008.

- 4.2 After further consultation with members and stakeholders, detailed proposals were drawn up and discussed, and a second public exhibition and consultation took place in respect of the Clock Tower/North Street Quadrant proposals in December 2008. The results of the consultation are detailed in a report, attached at Appendix D.
- 4.3 The main comments from stakeholders were the importance of maintaining the free-flow of pedestrians along existing desire lines, as this would reduce the potential for more collisions to occur. They also preferred the two north/south pedestrian crossings from the North Street Quadrant, one at the western end linking with Air Street and to retain the crossing at the East Street end. Stakeholders also supported the idea of creating a landscaped seating area, but considered the scale of the original proposals was out of proportion for the site.
- 4.4 This scheme provides the opportunity to create a 'sense of place' in the North Street Quadrant, as it is a location where people do meet and stay and therefore need adequate facilities. Therefore, a modified scheme has been proposed which relocates the seating area northwards and reduces it to one tier of seating. This will allow for two, wide signal-controlled ('Puffin') style pedestrian crossings as well as seating, signing, planting and new lighting as well as changes to pavement levels to improve access for disabled people.
- 4.5 The area will be de-cluttered with redundant street furniture removed and to avoid obstruction to the public highway it was felt that restrictions should be placed on the issuing of licences for tables and chairs and advertising ('A') boards by officers, to enable a more formal decision-making process to be used to consider these requests.
- 4.6 Advertisement of Traffic Regulation Orders subsequently followed, in accordance with statutory requirements. Notices were put on street for the 22<sup>nd</sup> December 2008. The notice was also published in the Argus newspaper on the 22<sup>nd</sup> December 2008. Detailed plans were also available to view at Hove Library, Jubilee Library and at the City Direct offices at Bartholomew House and Hove Town Hall.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The capital cost of the implementation of the preferred scheme for the Clock Tower junction/North Street Quadrant including design, professional fees, traffic signals, signing and lining and amendments and advertisements for Traffic Orders has been allocated from the Road Safety and Urban Realm budgets and will be completed over two financial years - 2008/9 and 2009/10.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 16/01/09*

### Legal Implications:

- 5.2 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and

may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

- 5.3 Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

*Lawyer Consulted:*

*Stephen Dryden*

*Date: 09/01/09*

Equalities Implications:

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

Sustainability Implications:

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

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

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

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The primary objective for the North Street Mixed Priority Route is to address the particular road safety problems that have resulted in casualties to people and therefore casualty data has been taken into account in designing appropriate engineering measures. Options were considered as part of public consultation and approval for the outline preferred scheme was given at July 2008 Environment CMM.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

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

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A1 – Indicative plan of preferred scheme Clock Tower junction/North Street Quadrant.
2. Appendix A2 – Detail plan of North Street Quadrant
3. Appendix B - Original consultation proposals for The Clock Tower junction/North Street Quadrant.
4. Appendix C - Summary of representations received to the Clock Tower Junction North Street Quadrant Road Safety Scheme advertised Traffic Orders
5. Appendix D – Consultation Results Report

### **Documents in Members' Rooms**

None

### **Background Documents**

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

