

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 26

Brighton & Hove City Council

Subject:	Old Shoreham Road Cycle Route		
Date of Meeting:	23 July 2009		
Report of:	Director of Environment		
Contact Officer:	Name: David Parker	Tel: 29-2474	
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Key Decision:	No		
Wards Affected:	Goldsmid; Hangleton and Knoll; Preston Park; South Portslade ; Stanford		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of progress on the Old Shoreham Road Cycle Route Scheme and to seek permission to consult on the scheme as proposed in this report.
- 1.2 The provision of an east - west cycle route along Old Shoreham Road between BHASVIC and Applesham Way forms part of the Council's Local Transport Plan 2006/7-2010/11 objectives to seek opportunities to provide transport choices including cycling, to reduce congestion and assist in delivering objectives of the Council and its Cycling Town status.
- 1.3 The objectives of the cycle facilities along Old Shoreham Road are to achieve long term and measurable increases in cycling to benefit the community and schools by encouraging physical activity, reduce obesity in children, reduce congestion and improve air quality.
- 1.4 The proposed east-west route links the north-south cycle lanes of Regional Route 82 which runs along Grand Avenue and The Drive. This will enhance east/west movements. The route will further improve accessibility for schools, commuters and residents and provide improved cycle network connectivity.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Environment gives approval to conduct public consultation with key stakeholders and residents along the Old Shoreham Road route as detailed in this report. Members will be informed of the outcome of the consultation and findings will be brought back at a future Environment Cabinet Member Meeting.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The proposal for improvements along Old Shoreham Road was adopted as part of a package of capital schemes in the current Local Transport Plan 2006/7-2010/11. The scheme will contribute towards achievement of the LTP objective to increase cycling trips by 5% per year and reducing congestion by 5% by 2010. Brighton & Hove City Council was awarded Cycling Demonstration Town (CDT) status by Cycling England in October 2005 and Cycling Town Status again in 2008. The Old Shoreham Road scheme will also contribute to improving the health of the local population by encouraging more people to cycle.
- 3.2 The full proposed cycle route extends from Applesham Way (Portslade) to BHASVIC (Dyke Road, Hove), and connects to an existing signed link into the city centre. This is illustrated on the attached plan in Appendix 1.
- 3.3 The scheme will provide improved accessibility and safety to the high number of schools that line the route. There are approximately 7000 pupils in the area and the proposed facilities will provide a safer journey for parents and children who currently cycle. Furthermore, by providing safer facilities it will also encourage more people who currently do not cycle because of their concerns on safety. Encouraging more children to cycle will also assist in tackling the growing problem of obesity in children.
- 3.4 There are also a large number of retail areas and major employers along or near the route such as Goldstone Retail Park and City Park. The route would help encourage local commuter and shopping trips, to and from these areas to be undertaken by cycle and therefore help reduce congestion. It will also assist major employers such as Lloyds bank and Legal & General fulfil their corporate commitments to reduce their carbon footprint.
- 3.5 The route will also provide better links to a number of recreation and leisure facilities such as Hove Park, Dyke Road Park and the Greyhound stadium.
- 3.6 The route has been developed to incorporate on road cycle lanes in each direction between 1.2 and 1.5 metres wide, marked by simple lining and signing and coloured surfacing. The cycle scheme will also include advanced stop lines as used throughout the City to improve safety at junctions. Public consultation will help to determine the level of popularity for users, schools, residents, local businesses, and visitors. Local Ward Members will also be involved in the consultation process.
- 3.7 The route will be designed in accordance with national guidelines and will be further subject to a Stage One Road Safety Audit by an independent assessor. Once consultation has been completed the results will be presented at a future CMM for approval.
- 3.8 The current proposal has undergone an initial assessment to gain an understanding of effects on capacity and results show that there will be no real impact on traffic. Further, more detailed studies on road capacity, will be undertaken in developing further details of the scheme.

3.9 The scheme is funded through the Local Transport Plan 2006/07 – 2010/11 and a total of £600k has been set aside to deliver the scheme.

4. CONSULTATION

4.1 The public consultation will comprise a mail drop to residents, businesses and schools along the Old Shoreham Road and a staffed public exhibition in a central venue on Old Shoreham Road. To enable schools to be able to provide views it is anticipated that the public consultation will be undertaken in September 2009.

4.2 Other stakeholders to be consulted will include the emergency services, public transport providers, Brighton and Hove Cycle Forum along with Cycling England's Cycling Advisory Services. Cycling England has already been consulted and has provided advice and support for the route as a freeway option and also has provided initial further support for the signing and lining scheme as presented in this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 £750, 000 has been identified for cycle routes within the LTP budget for 2009/10. Within this £600, 000 has been set aside for the Old Shoreham road cycle route, and any costs associated with consulting on this scheme will be met from this budget.

Finance Officer consulted: Karen Brookshaw Date: 12/06/09

Legal Implications:

5.2 Section 2 of the Local Government Act 2000 gives authorities power to promote the economic, social or environment well being of their communities. This project can be perceived to fall under promotion/improvement of the social and environmental well being of members of the community. The Highways Act 1980 allows for the creation of cycle tracks and permits alterations to be made as deemed appropriate. It imposes a duty of maintenance on highway authorities in respect of those highways.

Lawyer Consulted: Oliver Dixon Date: 11/06/09

Equalities Implications:

5.3 The consultation exhibition will be held in a venue conforming to Disability Discrimination Act regulations. It will be manned at specific advertised times to allow the visually impaired to discuss the scheme with Officers.

5.4 The scheme will increase accessibility for schools, commuters, residents and visitors. Improving awareness and provision for cycling will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.5 The consultation element has no sustainability implications.
- 5.6 Creating a better cycling environment along the A270 between BHASVIC and Applesham Way will encourage people to cycle instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

- 5.7 There are no crime and disorder implications associated with the consultation stage.

Risk and Opportunity Management Implications:

- 5.8 There are no significant risks attached to the consultation stage of the project.

Corporate / Citywide Implications:

- 5.9 The provision of a cycle route on Old Shoreham Road is to facilitate current cyclists with an east/west route and encourage more people to cycle within their daily travel experiences. The design of the cycle route will develop from best practice and guidance used in both local and national schemes.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Progressing the scheme with minimal external consultation was rejected due to the scope and location of the cycle route. The improvements will affect a large area and will affect a large number of users and it was therefore felt that to ensure the scheme benefited everyone a city-wide consultation is required. Two design alternatives such as an extended footway or a freeway cycle route have been rejected based on the availability of funds and timescales for implementation, as both these options would exceed these.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 By granting approval to consult on the plans the Cabinet Member will allow Officers to amend the design in line with the views of local people and present an improved final design to the Cabinet Member later in 2009.

SUPPORTING DOCUMENTATION

Appendices:

1. Plans (to follow)

Documents in Members' Rooms

None

Background Documents

1. Local Transport Plan 2006/7-2010/11

