

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 18

Brighton & Hove City Council

Subject: Scrutiny Panel Scoping Report
Date of Meeting: 14 September 2009
Report of: Acting Director of Strategy and Governance
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Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Following discussion at the ECOSC Chairs meeting it was agreed that officers would be asked to provide members with background information on a number of issues with a view to consideration as to the most appropriate topic for the next ECSOSC scrutiny panel.
- 1.2 The report below provides summary information on three issues:
- Cycling
 - Local Transport Plan
 - Road Safety/Killed and Seriously Injured (KSI)

2. RECOMMENDATIONS:

- 2.1 That members consider whether to establish a scrutiny panel to look at the issues outlined in this report.

3. BACKGROUND INFORMATION

CYCLING

- 3.1 BHCC was awarded Cycling Demonstration Town (CDT) status by Cycling England in October 2005, attracting £1.5million of additional funding, matched by the City Council, providing £3 million investment in cycling until 2009 through the LTP.

- 3.2 BHCC submitted a further bid for Cycle Town funding from Cycling England in April 2008; 72 other towns also submitted bids. Based on the achievements that had been made in Brighton & Hove since being designated as a Cycling Demonstration Town in 2005, the city successfully secured a further three years of funding of £1.5 million to continue Cycle Town (CT) Brighton & Hove (CT). Further funding therefore has been secured for continuation of CDT projects from 2009 – 2011, namely £535K p.a. (CDT).
- 3.3 BHCC Cycling Towns objective is the delivery of a network of above standard cycle infrastructure (including routes) with targeted promotion across the city.
- 3.4 In this first phase as a Cycling Demonstration Town the key achievements include:
- a) The UK's first segregated 'freeway' route between Hove and Hangleton, as part of the national and local cycle network. Monitoring in June 2008 indicates around 250 cyclists per day.
 - b) A Personalised Travel Planning Project (PTP) engaging with some 30,000 households to provide free information and advice on travel mode choice to residents in the city.
 - c) The local Primary Care Trust has joined the CDT project board and strengthens links with the Annual Public Health Strategy.
 - d) The A259 Sustainable Transport Corridor measures have included on-road and off-road cycle priority facilities.
 - e) The 'JourneyOn' website has been upgraded and receives 2000 'hits' per month
 - f) 28 cycle priority Advanced Stop Lines have been installed at busy traffic light junctions.
 - g) The Seafront cycle route is used by 2000 cyclists per day and has been upgraded with additional funding from Cycling England.
 - h) Two pedal cycle parking bays (PCPPs) implemented the first in the City.
 - i) Continued high profile promotion of Brighton & Hove CDT
 - j) Bikeability training targets on track - 1300 children received Bikeability Level 1 & 2 training in 2008/9.
 - k) Links to national events – Walk to School Week, Bike Week, 'Car Free' Days, London-Brighton Cycle Ride.
- 3.5 The current second phase of funding continues some of the above and includes a new enhanced PTP project with additional funding for CIVITAS and over 15, 000 households being targeted.
- 3.6 The project also incorporates new elements involving the use of "social media" and greater community participation, which is a first in the UK for transport. This approach has been used in other sectors such as the health and has had notable results.
- a) 15 Pedal cycle Parking place to be implemented
 - b) Completion of the NCN2 missing link
 - c) Interactive Cycle Counters

- d) Improved cycle signing across the city
- e) Continued Bikeability training (1500 pupils by 2010)
- f) Comprehensive Cycle Monitoring
- g) More Advanced Stop Lines
- h) Bike off Cycle theft Project
- i) Bike Events such as Bike Week and Car Free Day
- j) Links to LTP Schemes such as Old Shoreham Road

LOCAL TRANSPORT PLAN

- 3.7 The council has a statutory requirement to produce a local transport plan which has a five year lifespan. The council is currently in its second to last year of LTP2 which runs from 2006/07 to 2010/11.
- 3.8 The plan sets out the council transport strategy which is focused on delivering a number of targets such as increasing the numbers of people cycling, improving air quality, reducing congestion, increasing bus patronage. Three of the targets have been selected as Local Area Agreement Targets – Reducing the Number of Killed and Seriously Injured (KSI) Reducing Congestion and Improving Accessibility to Health Care Services.
- 3.9 The LTP contains an invest programme of approximately £35 million over the five year period. The majority of the invest is invested in a wide range of measures that are designed to encourage people to travel more sustainably which include – Construction of Cycle lanes, Bus Priority measures and Urban Realm improvements such as New Road. Approximately 20% of the funding is spent on highway maintenance.
- 3.10 The council will be required to start developing its third LTP and is expected to be finalised before 2011. Consultation with key stakeholders, including ECSOSC, will begin in the New Year.
- 3.11 As yet, there is no detailed information on funding or projects for the new LTP. Given that it is at such an early stage, it would be difficult to enter into useful or informative debate at present.

ROAD SAFETY/KILLED AND SERIOUSLY INJURED (KSI)

- 3.12 The Council have additional measures in place to manage road safety issues – ie MPR (mixed priority route)
- 3.13 The current way in which sites are targeted for engineering measures is directly related to the casualty statistics. This approach was approved by Members and is in line with Central Government Guidance.

- 3.14 The table below highlights the KSI figures for 2006-2009 with the figure for 2009/10 based on trend data, the graph attached as Appendix 1 also shows this information. Members may wish to consider whether scrutiny of an issue that is expected to show improvement in this manner is the best use of resources. It would be possible for members to keep a watching brief on the issue and return to it in 2010 should the positive trend be reversed.

Year	Brighton and Hove City Council: Killed and Seriously Injured Results by Year
2006/07	171
2007/08	164
2008/09	141
2009/10	128.67

- 3.15 Requests for speed limit changes must be assessed on an individual basis, taking into account:
- How busy the route is (eg, is it arterial route, bus route):
 - The need for it to be enforceable by the Police:
 - Collision data – sites allocated for engineering traffic calming measures (often needed to make a lower speed limit enforceable) are those where the most injury causing collisions are occurring.

Road Safety Team Plan

- 3.16 The Road Safety Team is now working to a new team plan which incorporates a diverse range of road safety initiatives, including engineering schemes (large and small), child pedestrian and cycle training, delivery of data led education, training and publicity programmes targeting our most vulnerable road user groups.
- 3.17 There is improved partnership working both locally, through the School Travel Team and direct links with Sussex Police, and more widely via the Sussex Safer Roads Partnership, which has developed from its original function as a safety camera partnership into a body that delivers a wide range of road safety services. It has a bespoke Communications Team to promote and raise the profile of road safety generally and ensure the most cost effective and strongest partnership working, including the Department for Transport and its 'Think' campaigns.

4. CONSULTATION

- 4.1 Consultation has taken place with various sustainable transport and scrutiny officers.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Any scrutiny review agreed can be met within the existing resources of the overview and scrutiny team.

Legal Implications:

- 5.2 There are no direct legal implications arising from this report.

Equalities Implications:

- 5.3 There are no direct equality implications arising from this report.

Sustainability Implications:

- 5.4 There are no direct sustainability implications arising from this report.

Crime & Disorder Implications:

- 5.5 There are no direct crime and disorder implications arising from this report.

Risk and Opportunity Management Implications:

- 5.6 There are no direct equality implications arising from this report.

Corporate / Citywide Implications:

- 5.7 There are no corporate implications arising from this report.

SUPPORTING DOCUMENTATION

Appendix One – Graph showing KSI data.

