

Subject:	A23 Sustainable Transport Corridor – Proposals for Phases 5 & 6		
Date of Meeting:	17 September 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	Robin Reed	Tel: 29-3856
	E-mail:	robin.reed@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Patcham		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To inform Cabinet of the proposed consultation on Phases 5 & 6 of the A23 Sustainable Transport Corridor (STC) works and request permission to consult on the scheme plan as proposed in this report. To date, phases one to four of the A23 STC (those located closest to the city centre) have been successfully implemented.
- 1.2 The provision of the A23 STC will contribute towards achieving several of the Council's corporate priorities including 'keeping our City moving', 'preserving and improving our natural environments', and 'improving the health of our residents'. The scheme will also contribute towards achieving several targets in the second Local Transport Plan (LTP2) 2006/7-2010/11. Most notably, to improve accessibility, safety, reduce congestion and assist in delivering the objectives of the Council's Cycling Town status.
- 1.3 The A23 STC scheme proposes north and southbound cycle lanes and formalised pedestrian crossing facilities to improve access to nearby schools and residential areas. The scheme will result in improved safety and journey times for cyclists and pedestrians whilst a wide two-way carriageway will be retained meaning that there would be no additional delay or increase in journey times for general traffic. The A23 also forms part of National Cycle Network (NCN) Route 20 and the scheme would provide a missing link from the City Centre to the South Downs and the emerging National Park, thereby improving access to open space and recreation.

2. RECOMMENDATIONS:

- 2.1 That Cabinet approves the proposals to improve access for cyclists and pedestrians along Phases 5 & 6 of the A23 STC and gives further approval to conduct public consultation with key stakeholders and residents in the affected area. Members will be informed of the outcome of consultation and permission to proceed with the scheme will be sought at a future Cabinet or Cabinet Member Meeting.

2.2 That Cabinet authorises the preparation and advertisement of a Traffic Regulation Order following the results of the public consultation.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The A23 between the A27 and Preston Circus is a Primary Route that connects central Brighton and Hove to the A23 and A27 Trunk Roads. The A23 is therefore regarded as a Sustainable Transport Corridor (STC) in Brighton & Hove's second LTP. STCs are main routes that carry significant levels of traffic and where there is considered to be potential to improve transport choice.

3.2 The proposal for improvements to Phases 5 & 6 of the A23 STC (between The Deneway and A27/A23 junction) was adopted as part of a package of capital schemes in the current LTP. Improvements to Phases 1-4 were successfully completed during the first LTP Period (2001/2 – 2005/6) and completion of the corridor will further contribute towards achievement of the LTP objectives to increase cycling trips by 5% per year, and reduce congestion by 5% by 2010. Brighton & Hove City Council was awarded Cycling Demonstration Town (CDT) status by Cycling England in October 2005, and improving conditions for cyclists along the A23 corridor will also contribute to improving health by encouraging more people to cycle.

3.3 The principle of the scheme is to improve conditions and safety for all road users, with particular emphasis on cyclists and pedestrians. There is significant potential to improve access to local schools by providing formalised pedestrian crossing points on pedestrian desire lines. The A23 also forms part of National Cycle Network (NCN) Route 20 and implementation of the scheme would provide a valuable missing link to the South Downs and the emerging National Park, thereby improving access to open space and recreation.

3.4 The scheme has been developed to ensure minimal impact on capacity and general traffic while still improving conditions for pedestrians and cyclists. The proposal consists of north and southbound advisory cycle lanes as well as formalised pedestrian crossing facilities, thus resulting in improved safety and accessibility for pedestrians and improved conditions for cyclists. As a wide two-way carriageway would be retained there would be no resultant delay and increase in congestion for general traffic. The retention of all right turn lanes would also prevent turning vehicles delaying other vehicles in the main carriageway.

3.5 The indicative cost of the scheme is £250k. This includes the provision of north and southbound cycle lanes and two 'puffin' type pedestrian crossings. The project will be funded from the LTP2 allocation directly attributed to the A23 STC scheme along with a proportion of funding allocated towards improving cycle routes.

4. CONSULTATION

4.1 To date, the relevant internal Council directorates have been consulted as well as the Children and Young People's Trust (CYPT) who provided input into potential pedestrian crossing locations.

- 4.2 If approval to consult is granted, a 4 week public consultation will be undertaken. Local residents, key stakeholders and businesses will be consulted via a door drop leaflet explaining the scheme proposals and offering the opportunity to respond via a questionnaire. A staffed public exhibition will also be held where members of the public can discuss the scheme proposals with staff in the Transport Planning team.
- 4.3 On completion of the consultation period, all responses will be analysed and a report will be prepared for consideration by Cabinet or Cabinet Member at a future meeting.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 £100,000 has been specifically identified for the A23 Sustainable Corridor within the LTP budget for 2009-10. In addition to this there is a budget of £110,000 available for cycling facilities and an element of the budget for cycle routes, totalling £750,000, which will together make up the remaining £150,000 required for this scheme.
- 5.2 There are no current revenue implications for this scheme. However, any future maintenance of the new cycle lanes and crossings will have to be covered from revenue budgets.

Finance Officer Consulted: Karen Brookshaw

Date: 13/08/09

Legal Implications:

- 5.3 The proposed public consultation will at this formative stage try to ensure that sufficient time and sufficient reasons for these proposals is given. The product of those consultations has then to be conscientiously taken into account when considering whether or not to proceed with the scheme. The scheme if it is to go forward can then be finalised prior to the advertising of any draft traffic orders that may be required.
- 5.4 At this stage no human rights issues have been identified but in the event that any are they will feature in a future report.

Lawyer Consulted: Stephen Dryden

Date: 11/08/09

Equalities Implications:

- 5.5 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.
- 5.6 The scheme will increase accessibility for residents and visitors. Improving awareness and provision for walking and cycling will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.7 The consultation element has no sustainability implications. Creating a better cycling and pedestrian environment on the A23 will encourage people to walk and cycle instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

- 5.10 The A23 is a key route into the city centre. Improving transport choice for both commuters and visitors to the area will result in increased accessibility and a likely reduction in congestion for all traffic.

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 proposals. The improvements will affect a large geographical area and will also affect a large number of users. It was therefore felt that to ensure the scheme benefited everyone a public consultation was required.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Phases 1-4 of the A23 STC were implemented during the first LTP period. Continuation of the scheme will ensure consistency along the entire corridor and will improve safety and conditions generally for those wishing to travel by walking or cycling. This project will benefit businesses, residents throughout the city, and visitors by creating a more attractive, accessible and less congested route into the city centre. Access to local schools will also be improved.

SUPPORTING DOCUMENTATION

Appendices:

1. A23 STC Preliminary Scheme Drawings.

Documents In Members' Rooms

None

Background Documents

1. A23 London Road Sustainable Transport Corridor – Phase 5 to 7 Scheme Review (Peter Brett Associates).

