

Subject:	Old Shoreham Road cycle facilities		
Date of Meeting:	4 October 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
	Email:	abby.hone@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ETSCMM 24045	
Ward(s) affected:	Hove Park, Goldsmid		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Transport and Public Realm of the results of consultation for Old Shoreham Road (OSR) cycle facilities and to seek permission to proceed with the implementation of the scheme, including the advertising of any necessary Traffic Regulation Orders (TROs).
- 1.2 The objectives of the cycle facilities along OSR are to achieve long term and measurable increases in cycling to benefit the community and pupils travelling to schools in the area. This is to be achieved by creating a safe and legible cycle route which encourages people to cycle, thereby increasing the potential for physical activity, reducing obesity in children, reducing congestion, improving local air quality and reducing carbon emissions.
- 1.3 The Coalition government set out its policy direction in the new Transport White Paper 'Creating growth, cutting carbon' (January 2011), emphasising the importance of delivering local transport solutions. The government highlights the importance of transport investment for:
 - Supporting economic growth
 - Reducing carbon emissions
 - Promoting equality of opportunity
 - Contributing to better safety, security and health
 - Improving quality of life
- 1.4 In accordance with national policy objectives Brighton & Hove's Local Transport Plan 3 (LTP3) has considered a significant number of local strategies and plans resulting in a number of key themes and principles, which include the need to:
 - **Manage** – increasing transport choices for everybody and making the transport network more efficient through information and innovation and technology;
 - **Improve** –providing additional infrastructure to assist travel and improve environments e.g better air quality levels and residents' health;
 - **Maintain** – repairing roads, pavements and street lights.

2. RECOMMENDATIONS:

- 2.1 The Cabinet Member for Transport & Public Realm gives approval to proceed with detailed design of OSR cycle facilities as detailed in this report.
- 2.2 The Cabinet Member for Transport & Public Realm gives approval to advertise the proposed cycle facilities in a TRO and that if any objections are received they would be considered at a Special Environment, Transport & Sustainability Cabinet Members Meeting on 9 November 2011.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Officers have reviewed and prioritised potential key strategic cycle facilities for the city over the duration of the current LTP delivery plan (2011-14). This prioritisation exercise revealed that resources and available funding are best concentrated on key strategic links to fill gaps in the cycle network which will benefit the city as whole, supporting the 'school run' and other necessary trips.
- 3.2 The Administration's manifesto commitment to cycling is to 'create a core network of safe cycling routes across the city'. The OSR route between BHASVIC at the junction with Dyke Road up to and including the junction of Shirley Drive/The Drive/OSR has been prioritised as the next key strategic link to implement cycle and pedestrian facilities.
- 3.3 Focussing on this stretch of OSR will also begin Full Council's commitment in response to the 'save The Drive cycle lane' petition to "*instruct officers to identify measures both in the immediate and longer term which may increase usage such as completing links to the north of the city and developing routes to the east and west.*" (24th March 2011).
- 3.4 A consultation for cycle and pedestrian facilities along the full length of OSR was held in 2009. The results were presented to Environment Cabinet on 25th March 2010 with 66% of those responding as in favour of dedicated cycle facility provision along the full length of OSR. The previous Cabinet Member for Environment decided not to proceed with implementation on the basis of concerns raised regarding safety of the cycle facility.
- 3.5 Safety and continuity concerns have been addressed in the current OSR cycle facilities scheme which has been developed to incorporate segregated on road cycle lanes in each direction between 1.5 and 2.0 metres wide. Segregation will take the form of a low kerb edge from the footway to cycleway and from the cycleway to carriageway.
- 3.6 The scheme will make walking & cycling a genuine choice for the 5000 pupils attending schools adjacent to the proposed facilities. It will also provide a clearly designated route by bicycle for parents and children who are currently or perhaps considering cycling to school or work. Furthermore, by providing facilities it is anticipated that more people who currently do not cycle because of their concerns regarding feeling of safety will be encouraged to do so. The scheme will also provide better links to a number of recreation and leisure facilities such as Hove Park.

- 3.7 It is anticipated that the scheme will have a positive impact on speed reduction. The route is being designed in accordance with best practice guidelines and will be further subject to pre and post implementation Road Safety Audits by an independent assessor.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The informal consultation exercise has involved a letter and accompanying plan including an artists' impression being sent directly to 2, 200 residents the vicinity of the section of OSR between BHASVIC (Dyke Road) to the junction of The Drive/Shirley Drive/OSR (Hove). These residents were given the option to respond by post or through the city council's on-line consultation portal.
- 4.2 A link to the consultation was placed on the front page of the city council's website, including on Twitter and Facebook sites. A press release was also circulated to The Argus and a number of local community publications across the city.
- 4.3 On-site briefings have been held for ward councillors and city cycling and pedestrian advocacy representatives. All comments made will be considered through the design process. Councillors in Goldsmid ward have also door-knocked residents in their ward to proactively address any resident queries in relation to the proposals. Schools & colleges directly affected by the proposals, namely: BHASVIC, Cardinal Newman, Cottesmore and Brighton & Hove High School have also been consulted directly to circulate proposal information to teachers, students and parents.
- 4.4 The informal consultation closed on Monday 19th September 2011. A total of 812 responses have been received. 619 responses were received by post amounting to a 28% response rate from direct postal contact. 193 response were completed on line. Overall 74.4% (604 responses) support the proposals for pedestrian and cycle facilities along OSR between BHASVIC (Dyke Road) to the junction of The Drive/Shirley Drive/OSR (Hove).

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 £125,000 has been identified for OSR cycle facilities within the Local Transport Plan capital settlement for 2011/12. Additional funding worth £330,000 has been secured from Sustrans 'Links to School', which must be spent and accounted for in 2011/12. If the recommendations of this report are agreed, it will be proposed that a further £185K in capital funding is made available in the 2012/13 LTP delivery plan to complete the works.

Finance Officer Consulted: Karen Brookshaw

Date: 07/09/11

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.

- 5.3 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. Also, as far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles and securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 The Council has specific powers under the Road Traffic Regulation Act to make various types of order and the most relevant in relation to the proposals in this report are summarised below.
- 5.5 Section 1 of the 1984 Act enables the Council to make orders prohibiting, restricting or regulating the use of roads. The various grounds for such action include safety, prevention of congestion and preservation of amenity and are not restricted to the roads mentioned in an order but can be for the benefit of other roads.
- 5.6 Under section 122 of the 1984 Act, the Council has the duty to exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard so far as is practicable to the following-
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected including the importance of controlling the use of the roads by heavy commercial vehicles;
 - (c) national air quality strategy;
 - (d) facilitating the passage of public service vehicles and the safety/convenience of persons wishing to use; and
 - (e) any other matters appearing relevant to the local authority.
- 5.7 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.
- 5.8 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:

Carl Hearsom

Date: 13/09/11

Equalities Implications:

- 5.9 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:

- 5.10 Creating a better cycling and pedestrian environment along the A270 between BHASVIC and The Drive will encourage people to cycle and walk instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion. Walking and cycling are the most sustainable forms of all transport modes, producing zero emissions and also improve public health through increased day to day physical activity.

Crime & Disorder Implications:

- 5.11 There are no crime and disorder implications associated with the implementation stage.

Risk and Opportunity Management Implications:

- 5.12 All funding offered by Sustrans must be spent in 2011/12 and a work programme has been arranged with contractors to mitigate this risk and ensure all funds are allocated within this financial year.

Public Health Implications:

- 5.13 The Department of Health's Active Travel Strategy (2010) highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment.

Corporate / Citywide Implications:

- 5.14 The provision of a cycle route on OSR is to facilitate current cyclists with an east/west route and encourage more people to move around the city by bike for necessary and optional journeys. The design of the cycle route will develop from best practice and guidance used in local, national and international schemes.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 An alternative option for 'signing and lining' was explored in the original proposals in 2009 and raised concerns regarding safety of cycle users in particular, hence the current proposed scheme for OSR cycle facilities.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The cycle facilities proposed for OSR will make walking & cycling a genuine choice for the 5000 pupils attending schools adjacent to the proposed facilities. It will also

provide a safer journey for parents and children who are currently, or perhaps considering, cycling to school or work.

- 7.2 The consultation for OSR conducted in 2009 clearly demonstrated local support for dedicated cycle facilities and the current proposals address concerns raised regarding provision of a coherent, safe cycle network to support people to cycle. The results of further consultation demonstrate local and city approval for an enhanced scheme which also focuses strongly on resident concerns for safe cycling provision and pedestrian access.
- 7.3 Deferring funds from LTP3 in 2011/12 and confirming commitment to a further £185K in 2012/13 allow the city council to benefit from £330K funding from Sustrans 'Links to School'. This will create a complete link in a key section of the cycle and pedestrian network, completing north/south links with existing cycle routes.
- 7.4 By granting approval to implement the scheme the Cabinet Member will allow Officers to amend the design in line with the views of local people and key stakeholders.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents in Members' Rooms

None

Background Documents

1. LTP2 (2006/7-2010/11)
2. LTP3
3. LTP3 Delivery Plan(2011/12-2013/14)