

Subject:	Dyke Road – cycle and pedestrian facilities		
Date of Meeting:	8th October 2013		
Report of:	Executive Director of Environment, Development & Housing		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
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Ward(s) affected:	Hove Park, Preston Park and Withdean		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that the report was awaiting the finalisation of the details of the drawings outlining the proposals in the appendix.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report requests permission to begin consultation with residents and businesses in the direct vicinity of Dyke Road between Old Shoreham Road and the junction of The Upper Drive/Highcroft Villas is being sought. The purpose is to consult with residents and other relevant stakeholders regarding proposals to introduce walking & cycling facilities at Dyke Road between Old Shoreham Road and The Upper Drive where the conditions, for cycling in particular, are poor but where demand on the transport network is due to increase significantly as a result of expanding educational establishments in the vicinity.

2. RECOMMENDATIONS:

- 2.1 That the committee grant permission to consult informally with residents, businesses and stakeholders regarding the proposals for Dyke Road.
- 2.2 That results of the informal consultation are brought back to Environment and Sustainability Committee for consideration on 26th November 2013

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENT

- 3.1 Between Highcroft Villas/The Upper Drive junction and Old Shoreham Road there is currently no support for cycle users, particularly for young people considering access to their school in the areas by bicycle. BHASVIC directly fronts onto both Old Shoreham Road and Dyke Road. Windlesham School directly fronts onto Dyke Road. A number of parents and young people heading to Stanford Infants and Junior schools cross Dyke Road from the south to get to these schools. There are two schools directly fronting The Upper Drive, just off of Dyke Road – Cardinal Newman, where planning permission to increase sixth form facilities has just been granted, and Cottesmore school. Brighton & Hove High School is adjacent to Cottesmore. More recently there has been publicity relating to consideration of the Territorial Army building, directly fronting Dyke Road, for use as a secondary school. The educational establishments in the vicinity of Dyke Road put substantial pressure on Dyke Road for access to schools and undoubtedly contribute to the high vehicle volume along this route.
- 3.2 Recent improvements have been made in the vicinity of Dyke Road to improve conditions for active travel. They include pedestrian and cycle facilities at Old Shoreham Road and Seven Dials and the introduction of 20mph limits in most residential streets in the area. The proposals to create a supportive, safe and encouraging environment for active, sustainable travel along this section of Dyke Road are key to addressing pressure on the transport network and helping young people in particular to access their schools actively and sustainably.
- 3.3 While consideration has been given to enforcing cycle facilities north of Highcroft Villas/The Upper Drive, concerns related to displacement of vehicles into adjacent residential areas may override the existing enforcement issues on Dyke Road at present. The result of a Controlled Parking Zone extension to Area A will be known at 26th November Committee which will assist informing the next steps for cycle facilities north of Highcroft Villas/The Upper Drive.
- 3.4 The proposed improvements include dedicated cycle facilities, pedestrian crossing enhancements and decluttering. Further detail of the proposed improvements can be found in the Appendix of this report.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Internal consultation with colleagues in parking, school travel, road safety and public transport are ongoing. Further discussions regarding potential revenue implications of any significant changes to parking arrangements are in progress pending the outcome of informal consultation.
- 4.2 Ward councillors in Withdean and Hove Park have been involved in discussions and correspondence over the last 2 years regarding highway enforcement north of Highcroft Villas.
- 4.3 Ward councillors in Preston Park and Hove Park are generally supportive of proposals to introduce facilities which support people to travel actively, safely and independently.
- 4.5 A representative of Friends of Dyke Road Park and secretary to the Prestonville Community Association (PCA) has met with officers to walk through Dyke Road and consider options which have helped to inform the design approach between

Old Shoreham Road and Highcroft Villas. Both Friends of Dyke Road Park and PCA are considered key consultees alongside BHASVIC, The Dyke Road Mosque and Muslim Community Centre, Windlesham, Stanford infants and junior schools, petrol station, small businesses and The Dyke Pub and Kitchen.

- 4.6 The old Territorial Army site is currently being considered for development of a secondary school giving greater impetus to creating high-spec sustainable transport facilities for potential future demands on the transport network in this area.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 In 2013/14 £100K budget is available from Local Transport Plan for improvements to cycle facilities at Dyke Road and a further £50K has been indicated from the LTP in 2014/15. Recent S.106 contributions to transport infrastructure in the area have been requested pending planning permission to extend BHASVIC sixth form college. The development proposed will bring another 319 students to the college and as such a contribution of £95.7K towards active/sustainable transport improvements at Dyke Road has been requested.

Finance Officer Consulted: Steve Bedford Date: 13/09/13

Legal Implications:

- 5.2 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect 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 where this is necessary, proportionate and for a legitimate aim.

Lawyer Consulted: Carl Hearsom Date: 30/09/2013

Equalities Implications:

- 5.3 An equalities impact assessment will be carried out to inform the informal consultation process.

Sustainability Implications:

- 5.4 The measures outlined in this report will promote and encourage greater use of sustainable transport, and particularly overcome current barriers to walking,

cycling, and bus use. It is predicted that reductions in travel by private car would result from implementation of the scheme, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified. The scheme will seek to enhance health by encouraging active travel amongst local people.

Crime & Disorder Implications:

- 5.5 The scheme as proposed is likely to have a positive impact through increased use of sustainable transport modes and increases natural surveillance by encouraging more people on foot and on bike to use the area.

Risk and Opportunity Management Implications:

- 5.6 The main risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The risks are being mitigated by a careful design process, taking heed from the consultation process.

Public Health Implications:

- 5.7 There is a clear need to improve public health by increasing ease of access to travel actively for both utility and education related trips. Creating an environment which carefully supports people to travel in a sustainable, active way along Dyke Road will help BHCC meet its obligations. Increasing the number of pedestrians and cyclists and encouraging greater use of public transport will directly lead to improved public health through increasing the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.

Corporate / Citywide Implications:

- 5.8 Creating an environment conducive to walking & cycling along Dyke Road, meets LTP3 objectives to:
- Create safe and attractive streets and places that everyone can use responsibly
 - Enable greater access to a wide range of goods, services, and places, including the city's natural environment.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 None appropriate given context described above.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Increasing pressure on the transport networks along Dyke Road needs to be mitigated by appropriate infrastructure interventions which support people to travel by active, sustainable modes. A consultation will assist in refining proposals and providing a longer term solution to addressing transport related issues on this section of Dyke Road.

SUPPORTING DOCUMENTATION

Appendices:

1. Drawings pack for cycle/pedestrian facilities at Dyke Road: Trip Generators, Existing Character, Constraints and Issues, Design Proposal for consultation, Parking capacity

Documents in Members' Rooms

None

Background Documents

1. Local Transport Plan 2011 – Brighton & Hove City Council