

<b>Subject:</b>	<b>Dyke Road – cycle and pedestrian facilities</b>		
<b>Date of Meeting:</b>	<b>26<sup>th</sup> November 2013</b>		
<b>Report of:</b>	<b>Executive Director of Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Abby Hone</b>	<b>Tel: 29-0390</b>
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<b>Ward(s) affected:</b>	<b>Hove Park and Preston Park</b>		

**FOR GENERAL RELEASE**

*Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (as amended), (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that public consultation closed on 17<sup>th</sup> November 2013 and assessment of the consultation results with accompanying report are required to accompany this report.*

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to summarise informal consultation results regarding the introduction of walking & cycling facilities at Dyke Road between the junctions of Old Shoreham Road and The Upper Drive. It is also to seek the agreement from the Committee to proceed with development of the proposals by creating detailed designs and advertising associated Traffic Regulation Orders (TROs)
- 1.2 Conditions, for cycling in particular, are poor on this stretch of road but demand on the transport network is due to increase significantly as a result of expanding educational establishments in the vicinity.
- 1.3 Creating opportunities for people to walk, cycle and use public transport along this stretch of Dyke Road seeks to alleviate pressure on the transport network in the long-term by creating an environment which supports people to feel comfortable and safe walking, cycling and taking the bus.

**2. RECOMMENDATIONS:**

- 2.1 That the committee notes the results of the informal consultation showing that 65% of those who responded to the consultation were in favour of the proposals overall and that 64% supported the introduction of cycle lanes/tracks.
- 2.2 That the committee grants officers permission to proceed with detailed design of the proposals and to advertise TROs required for scheme implementation.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Between the junctions of Highcroft Villas/The Upper Drive and Old Shoreham Road there is currently no support for cycle users at Dyke Road, particularly for young people who might choose to cycle when considering access to their school in the area. BHASVIC directly fronts onto both Old Shoreham Road and Dyke Road. Windlesham School directly fronts onto Dyke Road.
- 3.2 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.
- 3.2 The educational establishments and other ‘trip attractors’ or destinations highlighted in the consultation and in the vicinity of Dyke Road already make significant demands on the route and contribute to the high vehicle volume in the area.
- 3.3 Recent improvements have been made in the vicinity of Dyke Road to improve conditions for active, sustainable travel. They include pedestrian and cycle facilities at Old Shoreham Road and Seven Dials and the introduction of 20mph limits in a number of nearby residential streets. The proposals for Dyke Road seek to create a supportive, safe and encouraging environment for active, sustainable travel. Human-powered mobility is key to addressing pressure on the transport network in a dense urban environment and helping young people in particular to access their schools actively, independently and sustainably.
- 3.4 The proposed improvements include dedicated cycle facilities, pedestrian crossing enhancements and decluttering. Further detail of the proposed improvements can be found in Appendix 1 of this report.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 While the ideal solution might be to create a complete ‘clearway’ along this section of Dyke Road, it was considered unlikely that residents, businesses and users of Dyke Road park would support the removal of all parking and loading.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Internal consultation has been conducted with colleagues in parking, school travel, road safety and public transport.
- 5.2 Ward councillors in Preston Park and Hove Park have been involved in discussions about the proposals. These councillors are generally supportive of introducing facilities which support people, particularly those attending educational establishments, to travel actively, safely and independently.
- 5.4 Officers have liaised with a number of schools, businesses and community organisations affected by the proposals. Details of the level of contact, public exhibitions and consultation results can be found in Appendix 2 of this report.

5.5 Headline results from the informal public consultation conducted between 21<sup>st</sup> October and 17<sup>th</sup> November are as follows:

- 171 (65.0%) support the proposals overall.

Support for different improvement options were as follows:

- 171 (64.3%) support the introduction of cycle lanes/tracks along Dyke Road (BHASVIC to The Upper Drive).
- 174 (65.9%) support the introduction of a raised crossing at the junction of Port Hall Road.
- 162 (62.8%) support the introduction of new parking bays at Dyke Road Park.
- 142 (55.0%) support the removal of parking bays opposite BHASVIC.
- 143 (55.4%) support the existing crossings to be changed to raised and widened zebra crossings.
- 221 (84.7%) support the removal of street clutter.
  
- 50 (19.45%) say more or other “trip attractors” should be considered (other than those on the plan)
- 99 (38.4%) say other issues and constraints should be considered (other than those shown on the plan). These are also given in the comments analysis.

Please note that not all respondents answered every question. Further detail of consultation result can be found in Appendix 2 of this report.

## **6. CONCLUSION**

6.1 The existing pressure on the transport network at and around Dyke Road is already considerable and likely to increase with proposals to increase the number of students at both BHASVIC and Cardinal Newman. Creating high-specification sustainable transport facilities for potential future demands on the transport network in this area are increasingly imperative.

6.2 The consultation results indicate support for the proposals overall indicating clear will for walking, cycling and public transport access along Dyke Road to improve. Community groups and most businesses see the benefit of creating an environment which welcomes more people to the area, particularly to capitalise on the public amenities at Dyke Road Park.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

7.1 An allocation of £100,000 in 2013-14 and an indicative allocation of £50,000 in 2014-15 have been made for Dyke Road cycle route from the Local Transport Plan (LTP) capital programme. This allocation will fund the associated costs of consultation, advertisement of Traffic Regulation Orders and scheme implementation.

- 7.2 The cost of officer time associated to the scheme will be met from within existing revenue budgets.
- 7.3 The analysis manager in parking operations suggests that the impact of removing shared pay and display parking necessary to implement the scheme would be between £7k and £10k pa. However, it is likely this figure would be reduced should parking displace into the newly created parking at Dyke Road Park.

*Finance Officer Consulted: Steven Bedford*

*Date: 14/11/13*

Legal Implications:

- 7.4 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. 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; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 7.5 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.6 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the traffic orders, then the matter is required to return to Environment, Transport and Sustainability Committee for a decision.
- 7.7 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 Hearsum*

*Date: 21/11/13*

Equalities Implications:

- 7.8 An equalities impact assessment will be carried out to inform the final detail design solutions for the scheme.

Sustainability Implications:

- 7.9 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.

Any Other Significant Implications:

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

- 7.11 The main risks at present are associated with the restricted timescales on funding, a proportion of which must be spent and claimed for in 2013/14.

Public Health Implications:

- 7.12 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:

- 7.13 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.

- 7.14 The proposals support two City Council priorities for 2013-15:

- Tackling inequality
- Creating a more sustainable city

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Drawings pack for proposals includes: Trip Generators, Constraints and Issues, Design Proposals for consultation (north and south), parking capacity results
2. Dyke Road Cycle & Pedestrian Improvements - Informal Public Consultation results report

### **Documents in Members' Rooms**

None

### **Background Documents**

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

