

Subject:	Dyke Road – Cycle and Pedestrian Scheme		
Date of Meeting:	7th October 2014		
Report of:	Executive Director – Environment, Development & Housing		
Contact Officer:	Name:	Tracy Beverley	Tel: 29-3813
	Email:	Tracy.beverley@brighton-hove.gov.uk	
Ward(s) affected:	Hove Park, Preston Park and Withdean		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The proposal to provide cycle facilities along Dyke Road corridor will form another important link in the creation of the strategic Cycle Network, building on the success of The Old Shoreham Road Cycle Lane and improvements recently carried out at Seven Dials. The scheme will also contribute to the aims and objectives of the City Council's Local Transport Plan by encouraging people to choose more sustainable modes of travel.
- 1.2 Dyke Road is a key transport corridor with a number of important local trip generators including BHASVIC and Cardinal Newman School and the new open air theatre development. 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 A previous consultation on cycling proposals in 2013 showed that 65% of those respondents were in favour of the introduction of a cycle facility. At Environment, Transport & Sustainability Committee (ETS) in March 2014 officers were asked to look at options following a number of stakeholder concerns regarding specific elements of the scheme. Officers have since undertaken work to identify an optimum design proposal.

2. RECOMMENDATIONS:

- 2.1 That the Environment, Transport & Sustainability Committee approve the Dyke Road Cycle and Pedestrian Proposal, as set out in Appendix 1 and authorise the Executive Director to advertise any associated Traffic Regulation Orders.
- 2.2 That the Environment, Transport & Sustainability Committee support the inclusion of a £250,000 commitment in the Council's Local Transport Plan (LTP) capital programme budget 2015/16 – 2017/18 as funding towards implementation of this scheme. .

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Dyke Road is one of Brighton & Hove's key transport corridors with limited cycle facilities. Between Highcroft Villas and The Upper Drive junction and The Old Shoreham Road there is currently no formal cycle. This limits transport options particularly for young people considering access to their schools. The area is surrounded by a number of schools including BHASVIC, Windlesham School and close by is Stanford Infants and Junior School & Cardinal Newman School.
- 3.2 Recent improvements to the pedestrian & cycle network have been made in the vicinity of Dyke Road to improve conditions for active travel including at Old Shoreham Road and Seven Dials. 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 building on the success of these previously constructed schemes.
- 3.3 As part of the 2006-2011 LTP 2 the Dyke Road Cycle & Pedestrian Improvement Scheme was identified to make improvements to the City's cycle network. At ETS Committee on the 8th October 2013 permission was granted to consult on proposals for the scheme. The consultation results were reported at ETS Committee on 26th November 2013 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 facilities.
- 3.4 Officers reported to ETS Committee on the 4th March 2014 addressing comments and objections to the draft Traffic Regulation Orders (TRO) associated with the introduction of cycle and pedestrian facilities at Dyke Road between the junctions of The Upper Drive and Old Shoreham Road. At this Committee officers were asked to look at alternative options for the delivery of the scheme and to report back to a future ETS Committee.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Officers have looked at options for the Cycle and Pedestrian facility and have taken members and stakeholders comments into account. The Officer's recommended optimal design proposal is attached in Appendix 1 with an associated conceptual drawing in Appendix 2.
- 4.2 The proposal in Appendix 1 provides a north and southbound facility on the carriageway between Old Shoreham Road and The Upper Drive. The proposal removes large sections of shared-space previously included and does not require a change in the type of pedestrian crossing points or significant removal of guard railing. Adjacent to the park it is proposed that parking bays are inset into the existing footway & the footway is extended into the grass verge to accommodate this. A total loss of approximately 20.5 parking spaces over the total length of the route will be removed as a result of the introduction of this scheme.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Previous consultation events have been carried out with relevant stakeholders demonstrating majority support. Additional consultation on the revised drawings has been carried out with other council officers. This consultation will continue throughout the design and implementation phase
- 5.2 Briefings with lead members of the Green, Labour and Conservative Groups have been carried out. Ward councillors in Withdean and Hove Park have been contacted and have been given the opportunity to discuss plans with officers. We have also contacted other community representatives who have previously expressed an interest in the scheme and attended a Friends of Dyke Road Park meeting on the 2nd September. Officers will continue to work with interested stakeholders throughout the design & implementation phase.

6. CONCLUSION

- 6.1 The identified scheme proposal is considered to address concerns and issues that have previously been raised through consultation and Committee. Approval for the Dyke Road Cycle and Pedestrian scheme proposal is being requested & funding allocated to enable scheme development & implementation. The proposal has taken into account stakeholders concerns and provides a solution to enhance the City's Cycle Network.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The estimated construction cost for the identified scheme is approximately £350,000. A total of £250,000 funding provision should be made available from the LTP capital programme from 2015/16. The remainder will be funded by Section 106 contributions from the extension of the BHASVIC sixth form college, to the value of £95,700. If the recommendations in this report are approved then the project funding will require Policy and Resources Committee approval to be added to the capital programme.
- 7.2 Parking surveys indicate sufficient parking capacity to accommodate a proportion of the changes and loss of approximately 20 parking spaces. Therefore we expect limited impact on the existing Parking revenue budget within the Transport service.

Finance Officer Consulted: Steve Bedford

Date: 12/09/14

Legal Implications:

- 7.3 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an Order must be considered by the ETS Committee before it can be made.
- 7.4 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.

- 7.5 There are no human rights issues to bring to Members attention.

Lawyer Consulted: Katie Matthews

Date: 10/09/14

Equalities Implications:

- 7.6 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society.

Sustainability Implications:

- 7.7 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:

- 7.8 There are no other significant implications relating to this report

SUPPORTING DOCUMENTATION

Appendices:

1. Dyke Road Pedestrian & Cycle Proposal
2. Conceptual Design Drawing

Documents in Members' Rooms

1. None

Background Documents

1. Local Transport Plan 2011 – Brighton & Hove City Council
2. Dyke Road ETS Committee Report 8th October 2013
3. Dyke Road ETS Committee Report 26th November 2013
4. Dyke Road ETS Committee Report 4th March 2014