

<b>Subject:</b>	<b>Old Shoreham Road (OSR) - 'Links To School' (LTS) cycle facilities</b>		
<b>Date of Meeting:</b>	<b>17 August 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name: Abby Hone</b>	<b>Tel: 29-0390</b>	
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<b>Key Decision:</b>	<b>Yes/No</b>	<b>Forward Plan Number: ETSCMM24015</b>	
<b>Wards Affected:</b>	<b>Goldsmid; Hove Park</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The City Council has recently made a successful bid to the Sustrans 'Links to School'(LTS) initiative for £330K to fund the proposed Old Shoreham Road (OSR) cycle facilities. This report seeks permission to re-consult on the scheme as proposed in this report.
- 1.2 The objectives of the LTS 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 and 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 That the Cabinet Member for Transport & Public Realm gives approval to undertake a public consultation exercise with key stakeholders and residents in the direct vicinity of the proposed OSR cycle facilities as detailed in this report,
- 2.2 That Members be informed of the outcome of the consultation and findings be brought back to the Environment, Transport & Sustainability CMM on 4 October 2011 for a decision on whether to proceed with the implementation of the scheme, including the advertising of any necessary traffic regulation orders.
- 2.2 That the Cabinet Member agrees to defer LTP Delivery Plan (2011/12-2013/14) funds of £125K for 'Dyke Road cycle route' in 2011/12 and to reallocate these funds to OSR cycle facilities subject to the outcome of the consultation exercise.
- 2.3 That the Cabinet Member formally accepts Sustrans LTS funding of £330K to implement OSR cycle facilities.
- 2.4 That the Cabinet Member agrees to commit £185K LTP Delivery Plan funding in financial year 2012/13 to implement traffic light controlled junction improvements to both junctions highlighted in this report, in order to further facilitate pedestrian crossing improvements and complete north/south links with existing cycle routes.

## **3. BACKGROUND INFORMATION**

- 3.1 BHCC Transport Planning 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 Old Shoreham Road 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 for 2011/12.
- 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.*" (24<sup>th</sup> 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 25<sup>th</sup> 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 will be addressed in the proposed OSR LTS cycle facilities scheme which extends from BHASVIC (Dyke Road) to the junction of The Drive/Shirley Drive/OSR (Hove) where it connects to an existing segregated route to the south and on to the seafront cycle route (NCNC2). To the north the proposed route links to a signed route to the Dyke Railway Trail and SDNP (RR82).
- 3.6 The proposed scheme 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.
- 3.7 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 safer journey for parents and children who are currently or perhaps considering cycling to school or work. Furthermore, by providing safer facilities it is anticipated that more people who currently do not cycle because of their concerns regarding 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.
- 3.8 The proposal has undergone an initial assessment to gain an understanding of effects on capacity and results show that there will be no real impact on general traffic. It is anticipated that the scheme will have a positive impact on speed reduction. The route will be designed in accordance with best practice guidelines and will be further subject to a Stage One Road Safety Audit by an independent assessor.

#### **4. CONSULTATION**

- 4.1 Residents and local people along the full length of OSR within city boundaries were originally consulted in 2009 with regard to dedicated cycle facility provision. The re-consultation for OSR cycle facility proposals will involve residents in the vicinity of the section of OSR between BHASVIC (Dyke Road) to the junction of The Drive/Shirley Drive/OSR (Hove).
- 4.2 A letter and accompanying plan including an artists' impression will be sent to residents who will be able to respond through the city council's on-line consultation portal or via post. The consultation will run for 3 weeks and the closing date for responses will be Sunday 18<sup>th</sup> September 2011. Other stakeholders to be consulted will include emergency services, public transport providers and city cycle and pedestrian advocacy groups.

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

##### Financial Implications:

- 5.1 £125,000 has been identified for Dyke Road Cycling Routes within the Local Transport Plan capital settlement for 2011/12. This could be used to fund the Old Shoreham Road cycle facilities. Additional funding worth £330,000 has been

secured from Sustrans LTS, 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: 04/08/11*

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 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 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.
- 5.4 The Council has to follow the rules on consultation promulgated by the government and the courts. These can be paraphrased as a need to 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 conscientiously taken into account in finalising the proposals.
- 5.5 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 Hearsum*

*Date: 04/08/11*

Equalities Implications:

- 5.6 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:

- 5.7 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:

- 5.8 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.

Corporate / Citywide Implications:

- 5.10 The provision of a cycle route on Old Shoreham Road 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. This consultation will again seek local 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 consult on the plans the Cabinet Member will allow Officers to amend the design in line with the views of local people and present the final design along with consultation results to the Cabinet Member on 4<sup>th</sup> October 2011.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Plan showing proposed cycle facility location.

### **Documents In Members' Rooms**

None

### **Background Documents**

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