

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 114

Brighton & Hove City Council

Subject:	National Cycle Network Route 2 Cycle Link		
Date of Meeting:	19 February 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	David Parker	Tel: 29-2474
	E-mail:	David.Parker@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No. <i>ENV7923</i>	
Wards Affected:	All	East Brighton; Queen's Park; Regency; Rottingdean Coastal	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of the results of public consultation on the National Cycle Network Route 2 (NCN2) Cycle Link along Madeira Drive and request permission to implement the scheme as proposed in this report.
- 1.2 Currently around 2000 cyclists per day use the city's seafront cycle route from Hove Lagoon to Palace Pier, for travelling to work, as a leisure route and for health and fitness. The provision of a cycle link as consulted along NCN2 between the Palace Pier and the Marina, along Madeira Drive will close an existing gap up in the current network. This will enhance east/west cycle movements, provide additional choice and improve accessibility into the city for commuters, tourists, shoppers and visitors.
- 1.3 The provision of a cycle link along NCN2 between Palace Pier and the Marina forms part of the Council's Local Transport Plan 2006/7-2010/11 objectives, to support choice, increase cycling, reduce congestion, and to assist in delivering the objectives of the City Council's Cycling Town status.
- 1.4 Encouraging more people to cycle across the city helps to address a host of current issues; reducing carbon emissions, creating better air quality, reducing congestion, reducing noise pollution, tackling obesity (particularly in children) as well as improving the health and general well being of all our city's residents. It is also an extremely cost effective means of transport. The scheme therefore supports the Council's shared priorities of delivering accessibility, better air quality, reducing congestion and improving road safety.

2. RECOMMENDATIONS:

- 2.1 (1) That the Cabinet Member for Environment notes the consultation results which indicate an overall support for the scheme as consulted, and;
- 2.2 (2) That the Cabinet Member for Environment instructs Officers to begin implementation of the scheme, to include advertising the associated

Traffic Regulation Order and Notice under the Road Traffic Regulation Act 1984 of the intention to convert part of the footway for use by both cyclists and pedestrians.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Following Cabinet Member approval for permission to consult with local residents and key stakeholders on 11 December 2008, public consultation was undertaken from 8 January to 19 January 2009. This was through a public exhibition as well as the distribution of approximately 2200 leaflets and questionnaires to local residents, businesses and key stakeholders.
- 3.2 The proposal for improvements along the NCN2 route was adopted as part of a package of capital schemes in the current Local Transport Plan 2006/7-2010/11. The scheme will contribute towards achievement of the LTP objective to increase cycling trips by 5% per year and reduce congestion by 5% by 2010. Brighton & Hove City Council was awarded Cycling Demonstration Town (CDT) status by Cycling England in October 2005. The NCN2 Cycle Link scheme will also contribute to improving health and encourage more people to cycle more safely.
- 3.3 The principle of the scheme is to create a link along NCN2 between Palace Pier and the Marina. This route will provide an accessible east/west cycle route and will complete the NCN2 route in this area. Improved commuter and tourist links could be made possible by the implementation of a cycle link.
- 3.4 The design of the NCN2 Cycle Link will develop from the layout of the existing seafront route. The link will however be adapted to take account of the different highway layout and operations arrangements in the area. Initial feasibility indicates there is unlikely to be an impact on vehicle capacity. Furthermore, the route will need to be closed during events that take place along Madeira Drive. This is provided through a statutory Act of Parliament.
- 3.5 The proposed route runs along Madeira Drive between Palace Pier and the subway near the Marina. Consultation with existing users, residents, local businesses, and Local Ward Members has aided in the development of the scheme to ensure support for the route.
- 3.6 A Stage 1 Safety Audit, by an independent assessor, has been completed on the route. A Stage 2 Safety Audit will be conducted following the detailed design process. Once the scheme implementation is completed a Stage 3 Safety Audit will be carried out.
- 3.7 The project is jointly funded by £360,000 from Local Transport Plan 2 (LTP2) and £210,500 from Cycling England as a result of Cycling Town status.
- 3.8 Following approval to undertake implementation the work on the NCN2 Cycle Link scheme could commence at the end of March subject to the making of the traffic regulation order. The construction period of approximately three months takes into account events held along Madeira Drive.

3.9 The Traffic Regulation Order will be advertised for the cycle track on the footway and carriageway on Madeira Drive at the end of March. Any objections would be presented for consideration at a future CMM

4. CONSULTATION

4.1 A consultation leaflet and questionnaire with a freepost return was developed and circulated to circa 2,200 households and businesses along the route. Furthermore, copies were sent to Local Ward Members, Emergency Services (Fire, Police and Ambulance), Local Access Forum, Sustrans, Living Streets and the Brighton & Hove Cycle Forum members. A copy of the leaflet and questionnaire is attached in the Appendices.

4.2 A public exhibition of the proposed scheme was held from 8 until 10 January 2009 at Brighton Town Hall. The exhibition was publicised through local media (The Argus and The Leader) and on the Brighton & Hove City Council website. The public exhibition was staffed on the 8th January and was visited by 25 people on that day.

4.3 In total, nearly 300 questionnaire responses were received from stakeholders and consultees. Further information on the consultation responses is included in the Appendix. In summary these indicated that the majority cycled between the Pier and the Marina and a comparable level used either the Marine Parade route or the Madeira Drive route. The Madeira Drive route was more used for leisure trips than the Marine Parade route however both had similar levels of commuting use. In terms of the consultees who don't currently cycle, a large majority have indicated that they would use the route as proposed if implemented.

4.4 A review of comments as provided in the appendix indicates that there is general support for the scheme as proposed but also for consideration of a route along Marine Parade. Over 80% of respondents supported the two new signalised crossing points, and 74% would like to see some further cycling improvements in the area. A number of comments were also received relating to the NCN2 route and the wide ranging comments are included in the appendix. On the whole these supported a route along Marine Parade in addition to the NCN2 route as consulted. The remaining comments related to the consultation process and other cycling related topics separate to the scope of this NCN2 project such as the investigation into allowing cycling on the Undercliff and also on the topic of one-way streets.

4.5 Letters were also received from Michael Hutley, Christine Matthews, Jane Addey, Linus Gorpe, Yellowwave Ltd, William Johnston, The Brighton Society, Kemp Town Village Business Association, Bonett Estate Agents, Bricycles and CTC. A summary of all of these letters is included in the Appendix. The majority are in support of the scheme and also comments which will be considered as part of the detailed design and for future note regarding cycling facilities in the City.

4.6 All relevant internal departments at the City Council have been consulted during the development of this scheme. These include Events & Network Management; Highway Engineering (including Signals); Transport Planning; Tourism; Conservation; Road Safety; Sport & Leisure; Parking; Planning and Equalities.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Revenue: There are no revenue implications.
Capital: Any costs associated with implementing this scheme will be covered by the allocation of capital funding for the NCN2 Cycle Link scheme. This amounts to £360,000 within LTP2 (subject to agreement of allocation) and a further £210,500 from Cycling England.

Finance Officer Consulted: Karen Brookshaw

Date: 19/01/09

Legal Implications:

- 5.2 The proposals will need advertising in a traffic order and in a highway act notice to allow any objections and representations to be made which if unresolved will be reported back to a future cabinet meeting. At this stage no human rights implications have been identified but in the event that there are any, they will also be reported to a future cabinet meeting.

Lawyer Consulted: Elizabeth Culbert

Date: 21/01/09

Equalities Implications:

- 5.3 The scheme will increase accessibility for 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:

- 5.4 Creating a better cycling environment between Palace Pier and Marina will encourage people to cycle instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

- 5.5 There are no crime and disorder implications associated with the construction stage.

Risk and Opportunity Management Implications:

- 5.6 There are no significant risks attached to the construction stage of the project. The scheme will be subject to the safety audit and construction design management processes.

Corporate / Citywide Implications:

- 5.7 A NCN2 Cycle Link between The Palace Pier and the Marina will provide a greatly improved east/west cycle route for both commuters and visitors to the area resulting in increased accessibility

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The consultation process identified a desire for a cycle route along Marine Parade in addition to the Madeira Drive route described herein. A Marine Parade option would compliment a route along Madeira Drive and should not be seen as an alternative. If Members so wish, the Design Engineers can investigate the feasibility and design of an additional cycle route to run along Marine Parade.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Madeira Drive is well used by cyclists; however, no actual provision is in place to facilitate these movements safely. This project will benefit local businesses, residents throughout the city, and visitors by creating a more attractive, accessible and legible cycle route between The Palace Pier and the Marina.

SUPPORTING DOCUMENTATION

Appendices:

1. NCN2 Consultation Leaflet & Questionnaire
2. NCN2 Summary of consultation responses
3. NCN2 Summary of letters received in consultation
4. Other consultation responses not relevant to the NCN2

Documents In Members' Rooms

None

Background Documents

1. Local Transport Plan 2006/7-2010/11

