

Subject:	Old Shoreham Road - Phase 2		
Date of Meeting:	9th July 2013		
Report of:	Executive Director of Environment, Development & Housing		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
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Ward(s) affected:	Goldsmid, Hove Park and Westbourne		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The City Council submitted a bid to the DfT's 'Cycle City Ambition (CCA) Grant' fund in April 2013 for £1.4mil to fund the proposed Old Shoreham Road (OSR) cycle and pedestrian facilities. This report seeks permission to consult on the scheme proposed.
- 1.2 The cycle and pedestrian facilities proposed along OSR are designed to create long term increases in cycling and walking benefitting city commuters and school pupils travelling to destinations adjacent to the route in particular. This is to be achieved by extending the safe and legible cycle route and walking facilities already in place on OSR which encourage and support people to cycle and walk.
- 1.3 The first phase of facilities on OSR opened in June 2012, initial monitoring results show a significant increase in people using OSR to walk and cycle with a large increase in perceptions of safety for cycle users. The proportion of journeys to schools by bike have doubled. There has also been an increase in the number of less experienced cyclists using the route.
- 1.4 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
- 1.5 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.

The proposals for OSR Phase 2 contribute significantly to achieving these objectives.

2. RECOMMENDATIONS:

- 2.1 That the Environment, Transport and Sustainability Committee gives approval to undertake a public consultation exercise with identified city stakeholders and residents as detailed in this report (section 4.7), subject to the award of DfT ‘Cycle City Ambition Grant’ funding.
- 2.2 That Members of the Committee be informed of the outcome of the consultation and findings be brought back to the Environment, Transport & Sustainability Committee on 8th October 2013 for a decision on whether to proceed with the implementation of the scheme, including the advertising of any necessary Traffic Regulation Orders.
- 2.3 That the Committee formally allocates DfT ‘Cycle City Ambition Grant’ funding to implement OSR cycle and pedestrian facilities, subject to the award.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The invitation to bid for Cycle City Ambition Funding was only made to cities involved in City Deal status. Brighton & Hove is part of the ‘Greater Brighton City Region’ proposed City Deal area which includes Worthing, Adur, Lewes and Newhaven. Brighton & Hove one of 20 ‘Wave 2’ City Deal cities eligible to bid.
- 3.2 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, such as the commute to work.
- 3.2 The Administration’s manifesto commitment to cycling is to ‘create a core network of safe cycling routes across the city’. The first section of the OSR route between BHASVIC at the junction with Dyke Road up to and including the junction of Shirley Drive/The Drive/OSR was completed in June 2012. Initial post-monitoring results show an increase in cycle use of 38% as a result of the improvements, with a doubling of the journeys made by bike to educational establishments along OSR.
- 3.3 Extending OSR further west will continue a Full Council 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.” (24th March 2011).

- 3.4 In 2009 a consultation for cycle and pedestrian facilities along the full length of OSR was held and 66% of those responding were in favour of dedicated cycle facility provision along the full length of OSR. Consultation in September 2011 for the pedestrian and cycle facilities implemented recently showed 74% of those who responded to the consultation were in favour of the facilities.
- 3.5 Hove Park School have raised safety and continuity concerns for young people accessing their site at Nevill Road and are keen for cycle and pedestrian facilities to reach the school. The proposed OSR phase 2 western extension, creates a good connection at Park View Road and Orchard Gardens. When funding becomes available from the Sackville Trading Estate improvements will be made for all users to the junction of Sackville/Nevill Rd.
- 3.6 The proposed scheme is consistent with the design approach between Dyke Road and The Drive. This includes low kerb segregation between motor traffic and cycles and between cycles and pedestrians. Extending the facilities west also presents further opportunities to co-ordinate traffic signals along a lengthier section of OSR enhancing efficiency for all road users while ensuring pedestrian and cycle user safety is prioritised.
- 3.7 Providing safer facilities on this section of OSR will build on the successes of the first phase and increase the number of people who will benefit by supporting people who currently do not cycle because of their concerns regarding safety to cycle. The scheme will also provide better links to recreation and leisure facilities such as Hove Park. The Economic Assessment report produced for the bid shows a very positive Benefit to Costs Ratio for the schemes proposed (see Appendix 2)

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 In 2009 a consultation for cycle and pedestrian facilities along the full length of OSR was held and 66% of those responding were in favour of dedicated cycle facility provision.
- 4.2 The bid application process for DfT ‘Cycle City Ambition Grant’ funding requested demonstrable support from key stakeholders and community organisations. A community stakeholder meeting was held on 11th April 2013 which included representatives from Public Health, Bricycles, Brighton & Hove Federation of Disabled People and Brighton & Hove Youth Council.
- 4.3 Other key partners and stakeholders were contacted directly regarding the Cycle City Ambition Bid proposals the majority of whom have wrote letters in support of the bid. These include: Coast to Capital LEP, Southern Rail, South Downs National Park Authority, Living Streets and Lewes Road Campaign for Clean Air.
- 4.4 Hove Park School were contacted directly due to their keen interest in extending the facilities and the potential benefit for over 1600 pupils attending the site at Nevill Road. The Head of Hove Park has written in support of the bid. The

CVSF have also written in full support to assist BHCC in further engagement with voluntary and community groups.

- 4.5 The DfT bid guidance stipulated demonstration of cross-party support for a 10 year strategic approach to active travel. As such, discussions were held with relevant Councillors in all Greater Brighton City Region Authorities (Brighton & Hove, West and East Sussex). All support letters can be found in Appendices of the CCA bid (see Appendix 2), including those from Conservative and Labour & Co-Operative Group Leaders and Conservative Transport Spokesperson. Ward members for Hove Park, Goldsmid and Westbourne (a small section of Westbourne ward to be included in direct consultation) have been contacted to inform them of the public consultation proposal.
- 4.6 Appendix 1 in the CCA bid report (see Appendix 2) provides a summary of results of Route User Surveys conducted at Old Shoreham Road in March 2013. These surveys were conducted by an independent data collection consultant on behalf of BHCC and show positive responses to the facilities implemented.
- 4.7 Key stakeholders consulted on the facilities implemented in 2011/12, any additional stakeholder consultees recommended, statutory consultees, businesses, schools and leisure facility providers in close proximity to the section of OSR affected will be contacted directly regarding the proposals. Residents in the vicinity of the proposed improvements will be contacted directly by mail, see Appendix 3 for the mailout area. All consultation documents will also be made available on the city council's consultation portal. Consultation exhibitions will be held in community facilities in the vicinity of the proposed improvements and on location at OSR. This approach encourages all city residents to respond to proposals. Results of the consultation will be brought back to this committee on 8th October 2013 to review informal consultation results and request permission to advertise Traffic Regulation Orders should the informal consultation prove in favour of the scheme proposals.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Funding for Old Shoreham Road Phase 2 is dependent on award of Cycle City Ambition Grant funding from Department for Transport. BHCC has bid for a total of £4.7m capital funding from DfT to cover the years 2013/14 and 2014/15. Successful bids will be announced in June 2013. If Brighton & Hove are successful an award of £1.4m will be made for the OSR Phase 2 scheme. In 2013/14 £0.350m of BHCC Local Transport Plan (LTP) funding for '20mph' is cited as match funding in conjunction with £0.700m of the DfT funds available. In 2014/15 a further £0.350m of BHCC LTP funding for '20mph' is cited as match funding for the remaining DfT allocation of £0.700m. If the bid is successful this will need to be built into the capital programme.

Finance Officer Consulted:

Jeff Coates

Date: 05/06/13

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 consultation 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.
- 5.3 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 which means they may be restricted where this is for a legitimate aim, necessary and proportionate

Lawyer Consulted:

Carl Hearsom

Date: 05/06/13

Equalities Implications:

- 5.4 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:

- 5.5 Creating a better cycling and pedestrian environment along the A270 between The Drive and Sackville/Nevill Road 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.
- 5.6 The OSR Phase 2 scheme proposals will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcoming barriers to walking and cycling.

Crime & Disorder Implications:

- 5.7 There are no crime and disorder implications associated with the consultation stage.

Risk and Opportunity Management Implications:

- 5.8 There are no significant risks attached to the consultation stage.

Public Health Implications:

- 5.9 Measures which increase the number of people walking and cycling will directly lead to improved public health through increasing the use of active modes and therefore 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:

- 5.10 The proposed OSR Phase 2 extension of cycle and pedestrian facilities meets corporate priorities by providing facilities which encourage more people to move around the city on bicycle and on foot for necessary and optional journeys. This will assist in creating a more sustainable city and tackle inequality by enabling more people to access low cost transport modes to access jobs, services and engage in all the city has to offer.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 There is no alternative option to progress Old Shoreham Road Phase 2 as the sum bid for applies to delivery of the proposals outlined in the bid document.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The cycle and pedestrian improvements proposed for OSR phase 2 will make walking & cycling a genuine choice for pupils attending schools adjacent to OSR. The existing facilities have proved there is potential to provide a safer journey for parents and children who are considering cycling to school or work.
- 7.2 Previous consultations for OSR conducted in 2009 and 2011 clearly demonstrated local support for dedicated cycle facilities. Proposals to extend facilities further west have been strongly supported by Hove Park School where there are 1600 pupils attending.
- 7.3 The DfT 'Cycle City Ambition Grant' funding is specifically targeted at 'securing transformational change' for cycling and walking in our cities. The existing facilities have demonstrated that with the right conditions and support for walking and cycling more people will use their bikes and feet to travel which is better for transport, health and the environment.

SUPPORTING DOCUMENTATION

Appendices:

1. Plan showing location of proposed cycle and pedestrian facilities on Old Shoreham Road.
2. Cycle City Ambition Bid, Brighton & Hove City Council and partners, 'East-West Cycle Connections' 2013-2015 (includes Economic Appraisal using Old Shoreham Rd. and Greater Brighton City Region 'Active Travel Strategy 2013-2023, letter from Hove Park School re: support for extending cycle/ped facilities)
3. Plan showing direct consultation mailout area.

Documents in Members' Rooms

1. Cycle City Ambition Bid, Brighton & Hove City Council and partners, 'East-West Cycle Connections' 2013-2015 (includes Economic Appraisal using Old Shoreham Rd. and Greater Brighton City Region 'Active Travel Strategy 2013-2023, letter from Hove Park School re: support for extending cycle/ped facilities)

Background Documents

1. LTP3
2. LTP3 Delivery Plan(2011/12-2013/14)
3. Public Space Public Life – Brighton & Hove 2007