

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 77

Brighton & Hove City Council

Subject:	A23 London Road Pedestrian and Cycle Scheme		
Date of Meeting:	17 December 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	Robin Reed	Tel: 29-3856
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Key Decision:	No		
Wards Affected:	Patcham		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of the results of the public consultation carried out on the A23 Pedestrian and Cycle scheme and request permission to advertise the Traffic Regulation Order, finalise the detailed design and implement the scheme as detailed in Appendix 1 to this report. Cabinet granted permission to consult on the proposals at their meeting on 19 September 2009 and a 4 week public consultation was subsequently held between 12 October and 6 November 2009.
- 1.2 The results of the public consultation indicate a majority support for the proposals, with 90% of respondents agreeing that safety measures are required for cyclists and 67% agreeing that safety for pedestrians needs to be improved. 60.5% of respondents either agreed or strongly agreed with the introduction of the new cycle lanes, while the two favoured pedestrian crossing options were locations A and D
- 1.3 Construction of the A23 scheme will contribute towards achieving several of the Council's corporate priorities including 'keeping our City moving', 'preserving and improving our natural environments', and 'improving the health of our residents'. The scheme will also contribute towards achieving several targets in the second Local Transport Plan (LTP2) 2006/7-2010/11. Most notably, to increase cycling, reduce congestion and improve pedestrian safety and access to local schools.
- 1.4 The scheme proposes north and southbound cycle lanes and formalised pedestrian crossing facilities primarily to improve access to nearby schools and residential areas. The scheme will result in improved safety and journey times for cyclists and pedestrians whilst a wide two-way carriageway will be retained meaning that there would be no additional delay or increase in congestion for general traffic.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member notes the consultation results which indicate an overall support for the scheme as consulted, and;

- 2.2 That the Cabinet Member instructs Officers to begin implementation of the scheme (as shown on the Plan in Appendix 1), to include advertising the associated Traffic Regulation Order and Notice under the Road Traffic Act 1984.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The principle of the scheme is to improve conditions and safety for all road users, with particular emphasis on cyclists and pedestrians. There is significant potential to improve access to local schools by providing formalised crossing points on key pedestrian routes. The A23 also forms part of the National Cycle Network (NCN Route 20) and implementation of the scheme would provide a valuable missing link to the South Downs and the emerging National Park, thereby improving access to open space and recreation.
- 3.2 The scheme has been developed to ensure minimal impact on capacity and general traffic while still improving conditions for pedestrians and cyclists. The proposal consists of north and southbound advisory cycle lanes as well as formalised pedestrian crossing facilities, thus resulting in improved safety and accessibility for pedestrians and improved conditions for cyclists. As a wide two-way carriageway would be retained there would be no resultant delay and increase in congestion for general traffic. The retention of all right turn lanes would also prevent turning vehicles delaying other vehicles in the main carriageway.
- 3.3 The indicative cost of the scheme is £250k. This includes the provision of north and southbound cycle lanes and two traffic light controlled pedestrian crossings. The project will be funded from the LTP2 Capital Programme.

4. CONSULTATION

- 4.1 Cabinet granted permission to consult on the A23 proposals at its meeting on 19 September 2009. A four week public consultation was then undertaken involving local residents, key stakeholders and businesses during which approximately 1600 leaflets and questionnaires were distributed to properties within a certain distance of the scheme. In addition, two staffed public exhibitions were held at Hove Town Hall and Patcham Community Centre where large scale plans were on display and members of the public were able to discuss the scheme proposals with staff in the Transport Planning team. Additional questionnaires and a comments book were available for attendees to record any comments.
- 4.2 450 questionnaires were returned giving a response rate of 28%. The results of the public consultation indicate a majority support for the proposals, with 90% of respondents agreeing that safety measures are required for cyclists and 67% agreeing that safety for pedestrians needs to be improved. 60.5% of respondents either agreed or strongly agreed with the introduction of the new cycle lanes,

- 4.3 The consultation also provided respondents with the opportunity to indicate their favoured locations for the pedestrian crossings. Respondents were asked to identify two preferred locations from a choice of four options. The results indicate that the two favoured pedestrian crossing options are locations A and D, as shown on the plan in Appendix 1. Discussions with the City Council's Schools Admission team has also revealed a preference for these two locations as it is felt these will be of greatest benefit to school children wishing to cross the road.
- 4.4 A more detailed breakdown of the consultation results is included at Appendix 2. All comments received through the consultation process have been carefully considered and where possible incorporated into the revised scheme design included as Appendix 1.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 £250,000 has been specifically identified for the A23 Sustainable Corridor within the LTP budget for 2009-10.
- 5.2 There are no current revenue implications for this scheme. However, any future maintenance of the new cycle lanes and crossings will have to be covered from revenue budgets.

Finance Officer Consulted: Karen Brookshaw

Date: 05/11/09

Legal Implications:

- 5.3 Broadly, 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 the provision of cycle lanes and pedestrian crossings. Also, as far as is practicable, the Council should also 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 To achieve the above or any part thereof 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 the order. In limited circumstances it must hold public inquiries and may do so otherwise.
- 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: Stephen Dryden

Date: 03/11/09

Equalities Implications:

- 5.6 The scheme will increase accessibility for residents and visitors. Improving awareness and provision for walking and 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 on the A23 will encourage people to walk and cycle instead of using less sustainable means of transport thus reducing carbon emissions, improving health, and reducing congestion.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

- 5.9 Implementation of the project needs to be completed by the end of March 2010, to coincide with the financial year.

Corporate / Citywide Implications:

- 5.10 The A23 is a key route into the city centre. Improving transport choice for both commuters and visitors to the area will result in increased accessibility and a likely reduction in congestion for all traffic.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The A23 London Road is designated as a National Cycle Route (NCR) and therefore should be considered as a priority for improvements. The section of route covered by this scheme comprises a key missing link in the cycle network and there are no alternative options that would provide such a direct and continuous link.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 This report informs the Cabinet Member for Environment of the results of the consultation exercise carried out for the A23 London Road Pedestrian and Cycle Scheme. The results indicate a majority support for the proposals and it is therefore recommended that Cabinet grant permission to formally advertise the TRO and proceed to construction of the scheme provided there are no objections. Should any objections to the TRO be received then Members will be informed of the nature of these at a future Cabinet Meeting.

SUPPORTING DOCUMENTATION

Appendices:

1. A23 Scheme Drawings
2. Detailed breakdown of consultation responses

Documents in Members' Rooms

None

Background Documents

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

