

CABINET MEMBER MEETING

Agenda Item 83

Brighton & Hove City Council

Subject:	National Cycle Network Route 2 Cycle Link		
Date of Meeting:	11 December 2008		
Report of:	Director of Environment		
Contact Officer:	Name: David Parker	Tel: 29-2474	
	E-mail: David.Parker@brighton-hove.gov.uk		
Key Decision:	No		
Wards Affected:	All	Regency	
		Queen's Park	
		East Brighton	
		Rottingdean Coastal	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member for Environment of proposed consultation on the National Cycle Network Route 2 (NCN2) capital programme works and request permission to consult on the scheme plan as proposed in this report.
- 1.2 The provision of a cycle link along NCN2 between Brighton Pier and the Marina forms part of the Council's Local Transport Plan 2006/7-2010/11 objectives. These being to increase cycle figures and reduce congestion and assist in delivering the objectives of Cycling England, from whom the Council receive funding as a part of the Cycling Town status.
- 1.3 The key objective of the project is to install a route for cyclists where a gap in the formal provision for NCN2 currently exists along the Brighton seafront. This will enhance east/west movements made by cyclists and improve accessibility into the city for commuters, shoppers and visitors.

2. RECOMMENDATIONS:

- 2.1 That the Member gives approval for Officers to conduct public consultation with key stakeholders and residents on the NCN2 Cycle Link proposal detailed in this report. Members will be informed of the outcome of consultation and permission to proceed with the scheme will be sought at a future Environment Cabinet Member Meeting following public consultation.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 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 the health encouraging more people to cycle more safely.
- 3.2 The principle of the scheme is to create a link along NCN2 between Brighton 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.
- 3.3 The design of the NCN2 Cycle Link will develop from the example of the existing seafront NCN2 route. The link will however be adapted to take account of the different road characteristics in the project 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
- 3.4 The proposed route runs along Madeira Drive between Brighton Pier and the subway near the Marina. Consultation with existing users, residents, local businesses, and Local Ward Members will aid in the development of the scheme and ensure support for the route.
- 3.5 A Stage 1 Safety Audit, by an independent assessor, has been completed on the route. Once consultation has taken place and the route selected, detailed design will take place and the Stage 2 Safety Audit undertaken. This will be followed by the Stage 3 Safety Audit once the scheme implementation is completed.
- 3.6 The NCN2 Cycle Link scheme is scheduled to be implemented during early/mid 2009 and will form a part of a cycling network designed to improve access for cyclists in the city.
- 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 Demonstration Town status.

4. CONSULTATION:

- 4.1 To date, the following departments have been consulted internally: Highway Engineering, Transport Planning, Parking, Sport & Leisure, and Events & Network Management.
- 4.2 Brighton & Hove Cycle Forum was consulted.
- 4.3 As the Cycle Link will form a part of the National Cycle Network, Sustrans were consulted in the early stages of the route development.
- 4.4 If approval to consult is granted, external consultation will be undertaken through a staffed public exhibition in a central venue. In addition, local residents, key stakeholders and businesses will also be consulted.

5. FINANCIAL & OTHER IMPLICATIONS:

5.1 Financial Implications:

Revenue: There are no revenue implications, except that of maintenance.

Capital: Any costs associated with consulting on this scheme will be covered by the allocation of capital funding for the NCN2 Cycle Link scheme. This amounts to £360,000 within LTP2 and a further £210,500 from Cycling England.

Finance Officer Consulted: Karen Brookshaw

Date: 19/11/08

5.2 Legal Implications:

The Cabinet Member for Environment has delegated executive power to grant the approval set out in 2.1 above. If and when the Cabinet Member subsequently decides to implement the Cycle Link scheme, this would be consistent with the Council's powers of well-being under section 2 of the Local Government Act 2000. Further, the Highways Act 1980 allows for the creation of cycle tracks and permits alterations to be made as deemed appropriate. It imposes a duty of maintenance on highway authorities in respect of those highways.

Lawyer Consulted: Oliver Dixon

Date: 10/11/08

5.3 Equalities Implications:

- 5.3.1 The consultation exhibition will be held in a venue conforming to Disability Discrimination Act regulations. It will be manned at specific advertised times to allow the visually impaired to discuss the scheme with Officers.
- 5.3.2 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.

5.4 Sustainability Implications:

5.4.1 The consultation element has no sustainability implications.

5.4.2 Creating a better cycling environment between Brighton 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.

5.5 Crime & Disorder Implications:

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

5.6 Risk and Opportunity Management Implications:

There are no significant risks attached to the consultation stage of the project.

5.7 Corporate / Citywide Implications:

A NCN2 Cycle Link between Brighton 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 Progressing the scheme with minimal external consultation was rejected due to the scope and location of the cycle route option for this scheme. The improvements will affect a large area just to the east of central Brighton and will affect a large number of users and it was therefore felt that to ensure the scheme benefited everyone a city-wide consultation was required.

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 Brighton Pier and Marina.

SUPPORTING DOCUMENTATION

Appendices:

Madeira Drive Plan (Available at Meeting)

Documents in Members' Rooms

None

Background Documents

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

