

Brighton & Hove City Council

Road Traffic Regulation Act 1984

Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015
Amendment Order No.* 201* (ref: TRO-19-2017)

STATEMENT OF REASONS

Cycling provides an active and healthy form of travel in the city where nearly 40% of households do not have access to a car. Continued investment in cycling promotion and infrastructure and facilities over many years has contributed towards greater choice, therefore making it a popular alternative to private motor transport for some people for certain journeys. Opportunities to increase the possibility for people who live and work in, or visit, the city to cycle are continually sought to enable the wider, strategic objectives of the Council and city to be met.

In 2014, the Council, in partnership with Brighton & Hove's Clinical Commissioning Group, commissioned a business case and plan for introducing a public BikeShare system to Brighton & Hove. The work enabled the Council to develop and submit a bid to the Coast to Capital Local Enterprise Partnership (LEP) and in March 2015, the Council was awarded funding of £1.16 million. A local contribution of £290,000 will be provided from the Council's Local Transport Plan.

The scheme will have a minimum of 430 bikes at 50 docking stations or hubs. These have been selected on the basis of a number of factors including attractions, population density and car ownership. The intention is for hubs to be within approximately 500m of each other though these will be at higher density in some locations such as the city centre. Wherever possible, the Council have tried to identify locations that will not result in a loss of car parking, meaning the majority of hubs will have no impact on parking. However, in a limited number of locations this has not been possible and there will be a small reduction in car parking.

| Dated: -12th May 2017
Executive Director Economy, Environment & Culture
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