

# ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM TWO

4.00PM, TUESDAY, 23 JUNE 2020 VIRTUAL MEETING (SKYPE)

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# **ADDENDUM**

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INFRASTRUCTURE PLAN.

# ENVIRONMENT, TRANSPORT AND SUSTAINABILITY COMMITTEE

# Agenda Item 12

**Brighton & Hove City Council** 

Subject: Interim Covid-19 Response Local Cycling and

Walking Infrastructure Plan (LCWIP)

Date of Meeting: 23 June 2020

Report of: Executive Director Economy, Environment & Culture

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Ward(s) affected: All

## FOR GENERAL RELEASE

Note The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that additional time was required to complete technical work to inform this report, which was requested by the Policy & Resources Urgency Sub-Committee 14 May 2020.

# 1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 This report identifies evidence-based short-term recommendations for improvements to Brighton and Hove's walking and cycling network to aid the city's recovery from the Covid-19 pandemic and support people to safely travel in more active ways. As a city with high public transport use, there is a need to take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable physical distancing as the city moves to the next phase of the pandemic response.
- 1.2 The report responds to the decision at the 14 May 2020 Policy & Resources Urgency Sub-Committee that an Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (LCWIP) [Interim LCWIP] be produced for review at this committee. This is in addition to ongoing development of a wider LCWIP document. The report also responds to the statutory guidance issued by government on 9 May 2020 in which local authorities are urged to consider how towns and cities can do what is necessary to ensure transport networks support recovery from the Covid-19 emergency and provide a lasting legacy of sustainable, safer transport; as well as the announcement from government on 28 May 2020 for the provision of the Emergency Active Travel Fund (EATF).
- 1.3 Additionally, this report also responds to a request from the Environment, Transport and Sustainability Committee on 8 October 2019 regarding the council's approach to the provision of cycle parking in the city. This response has been addressed in this report in the context of the wider LCWIP work being undertaken.
- 1.4 At the national level the government's Department for Transport (DfT) launched the Cycling and Walking Investment Strategy (CWIS) in April 2017, which aims to

make walking and cycling the natural choice for shorter journeys, or as part of a longer journey. Through the CWIS, local authorities are strongly encouraged by DfT to prepare LCWIPs in order to take a more strategic approach to planning walking and cycling networks, a 10-year timeframe is suggested.

1.5 At the local level the Local Transport Plan 4 (LTP4) document sets out priorities, projects and programmes that need to be progressed in the future to help people move around the city more safely, sustainably and easily. Strategic goals in the LTP4 include providing equality, mobility & accessibility; improving health and wellbeing; reducing carbon and increasing safety & security. Encouraging and enabling more walking and cycling for local journeys will therefore assist in meeting these goals, especially the target to achieve carbon neutrality in Brighton and Hove by 2030.

# 2. **RECOMMENDATIONS:**

That the committee:

- 2.1 Agree the findings of the Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (included as Appendix 1 to this report) as an independent analysis of options which provides a strategic overview for delivering further walking and cycling measures during the Covid-19 recovery period;
- 2.2 Agree the recommendations contained in Section 8 (8.1 8.26) of the updated Urgent Response Transport Action Plan (included as Appendix 2 to this report); as the delivery plan for measures identified in the Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan; and to give delegated authority to the Executive Director Economy, Environment and Culture to take all steps necessary to deliver these recommendations.
- 2.3 Note that the schemes included in the recommendations contained in Section 8 (8.1 8.26) of the updated Urgent Response Transport Action Plan (included as Appendix 2 to this report) are all subject to securing appropriate levels of external funding to support delivery, principally the government's Emergency Active Travel Fund.
- 2.4 Agree that officers will bring a report which reviews the progress of the Urgent Response Transport Action Plan to the September meeting of the Environment, Transport and Sustainability Committee.
- 2.5 Agree that the proposed approach to significantly increasing provision of cycle parking within the city will be included as part of the main Local Cycling and Walking Infrastructure Plan process, as set out in paragraph 3.8 of this report.

# 3. CONTEXT/ BACKGROUND INFORMATION

3.1 The council is in the process of developing a Local Cycling and Walking Infrastructure Plan (LCWIP), in line with government technical guidelines. Production of this full LCWIP is underway using consultant technical support. The current programme is for the LCWIP document to be completed by December 2020.

- 3.2 As part of the Covid-19 response, the government's Department for Transport (DfT) strongly instructed local authorities on 9 May 2020 to introduce meaningful temporary cycling and walking measures in order to assist with physical distancing, the need for increased active travel (and associated need to avoid public transport where possible) and the reopening of the economy. Associated national guidance and funding opportunities have accompanied this instruction, including the Emergency Active Travel Fund (EATF).
- 3.3 The city has therefore ensured that it responds quickly and appropriately to the pandemic and has to date implemented emergency active travel measures as follows:
  - Experimental closure of Madeira Drive to motor vehicles (except for access), to allow space for people to exercise and make essential journeys while physical distancing (measure introduced on 20 April 2020);
  - Provision of a temporary cycle lane on Old Shoreham Road, to the west of the existing segregated cycle facility, providing an additional cycle lane between The Drive and Hangleton Road (measure introduced on 11 May 2020); and
  - Provision of additional footway space for pedestrians to maintain physical distancing in city locations with high footfall such as St James's Street, Old Town/The Lanes and London Road (measures were put in place prior to 15 June 2020 to tie in with the date from which non-essential shops were permitted to reopen).
  - Increased signage and floor markings along the seafront and in the city centre to remind people to use shared walking and cycling space responsibly and to maintain physical distance.
- 3.4 To ensure a short-term strategic, evidence-based, independent approach could be taken to this work, it was agreed at the Policy and Resources Urgency Sub-Committee on 14 May 2020 that an Interim LCWIP also be commissioned and produced in advance of, but alongside, the main LCWIP document. the Interim LCWIP is attached in Appendix 1 of this report. That committee also considered and agreed an Urgent Response Transport Action Plan, detailing the emergency measures undertaken or being considered urgently at that time. The Urgent Response Transport Action Plan document has now been updated and is attached at Appendix 2 of this report, containing recommendations for delivering measures identified and assessed in the Interim LCWIP. The additional production of the Interim LCWIP work alongside the main LCWIP commission has ensured economies of scale, as elements of this work have been expedited to allow for the Interim LCWIP to be produced and to independently review potential temporary measures in the city.
- 3.5 The Interim LCWIP has three main purposes:
  - To provide a high-level review of measures proposed by the council to date, including those detailed in the Urgent Response Transport Action Plan;
  - To provide an initial response to stakeholder input on walking and cycling issues in the city; and
  - To review the emerging LCWIP network to identify the need for and opportunities for additional temporary measures.

- 3.6 The Interim LCWIP takes a strategic view of routes and, as such, the design suggestions included are high-level. Measures taken forward from the Interim LCWIP will require further detailed design and safety review prior to implementation.
- 3.7 Regarding cycle parking provision, the council's current approach to on-street cycle parking is as follows:
  - The Parking Infrastructure team provide on-carriageway cycle stands wherever possible as part of implementing Controlled Parking Zones (CPZs) and have a small Local Transport Plan (LTP) capital budget to respond to requests for cycle parking on pavements; and
  - Occasionally, on-street parking can be delivered through new developments (though where possible this is delivered off-street as part of the development site as this is more convenient to site users).
- 3.8 Due to short timescales, it has not been possible to fully analyse cycle parking provision across the city and include proposals in the Interim LCWIP, however it has been possible to include some recommendations for improved cycle parking facilities to take place over the coming weeks as outlined in recommendation 8.26 in Appendix 2 to this report. The Interim LCWIP document provides a commitment to addressing this as part of the main LCWIP work, which will include:
  - Analysis of current cycle parking provision;
  - High-level analysis of future demand for cycle parking; and
  - A recommended cycling parking approach for the city.
- 3.9 As part of the council's Tranche 1 bid to the government's Emergency Active Travel Fund, several locations were included for provision of additional permanent on-street cycle parking in the Valley Gardens area to cater for known demand in this area. The bid also included provision for up to six additional BikeShare hubs across the city to support new demand for cycling. Provision of further facilities is currently being considered as part of the Tranche 2 bid and other funding opportunities will be sought in future where appropriate. For BikeShare more broadly, current and future infrastructure provision will also be considered as part of the main LCWIP document, as BikeShare provides a key form of public transport in the city particularly at interchanges e.g. train stations and bus interchanges. The future procurement options for the BikeShare scheme is the subject of another report on the agenda of this committee.
- 3.10 The cycling and walking network measures identified in the Interim LCWIP document, set out as a summary map in Figure 6.1 of Appendix 1 of this report, have been assessed against a range of criteria including available space, strategic fit and equalities implications. The Interim LCWIP details the outcome of this and makes recommendations for each measure, as well as a range of complementary measures and approaches to monitoring.

3.11 The assessment criteria have been selected based on the issues that government guidance advises should be considered in the development of temporary schemes. This includes the 'strategic fit' of potential schemes with the wider network, including the network emerging through the LCWIP process. Recommended actions to be taken forward from the Interim LCWIP are detailed in the Urgent Response Transport Action Plan (attached in Appendix 2 of this report).

# 4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 A 'do nothing' option has been considered, but is not appropriate as this is likely to result in:
  - Inability of residents to comply with government guidance on 'physical distancing';
  - Increased road danger as a result of higher vehicular traffic levels, speeds, collisions and harmful emissions;
  - Modal shift away from sustainable modes to private cars;
  - Increased inequalities as those that can work from home do so, or drive. National research shows these tend to be higher income earners; and,
  - Weaker and less diverse economy as small businesses struggle to adapt to new conditions.
  - Lack of Opportunity for future Department for Transport funding bids as LCWIP is now a key bid criteria.

# 5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The first stage of the main LCWIP stakeholder engagement took place in late May / early June 2020, and as part of this officers were also able to incorporate feedback and suggestions from stakeholders on temporary measures.
  - The wider public will be consulted at a later stage in the main LCWIP process, this Autumn.
- 5.2 At this stage, stakeholder engagement was focused on walking and cycling issues on the network, enabling feedback to be provided on problems and potential solutions rather than commenting on the council's network analysis and suggestions. This provided a constructive first stage of the process, learning from best practice from LCWIPs elsewhere and the national programme.
- 5.3 A range of stakeholder groups were consulted including ward councillors, neighbouring authority officers, residents' associations, local groups, walking and cycling groups and groups representing equality, disability and diversity.
- 5.4 Stakeholder engagement had to take into account the movement restrictions and physical distancing rules due to Covid-19 and was therefore carried out virtually. All stakeholders were invited to fill in an online survey where they could comment on local walking and cycling issues, including a map to note the location of the issue. In addition, two workshops were held, one for the city's Transport Partnership and the other for stakeholder groups representing walking, cycling and equality & accessibility. Discussions at these workshops included focusing on different local areas of the city as well as city-wide issues and suggestions.

This initial engagement has proved valuable for feedback both on the permanent network and temporary measures for the city.

5.5 The council has also put in place a survey for the public to feedback on temporary, Covid-19 response transport and travel measures in the city. This survey enables respondents to indicate their level of support for the scheme as well as an opportunity to provide comments on the measures and indicate whether the measures have supported social distancing and enabled them to travel more actively. Additional measures will be added to the survey as and when they are put in place across the city.

## 6. CONCLUSION

- 6.1 The Interim LCWIP sets out a strategic, evidence-based approach to the walking and cycling network, with proposed networks and schemes assessed against a range of criteria. It provides a basis on which to not only take forward temporary measures as appropriate, but also to develop the full LCWIP.
- 6.2 The updated Urgent Response Transport Action Plan is the delivery mechanism for temporary walking and cycling measures, building on recommendations from the Interim LCWIP work and recommends a series of actions to take forward measures relating to delivering temporary transport measures in response to Covid-19. A review of the Urgent Response Transport Action Plan will be presented to the Environment, Transport and Sustainability Committee in September.

# 7. FINANCIAL & OTHER IMPLICATIONS:

# Financial Implications:

- 7.1 The Urgent Response Transport Action Plan will be funded from existing revenue budgets and the Local Transport Plan capital funding where that is applicable. Central government funding will also be sought the council has submitted a bid to Tranche 1 of the government's Emergency Active Travel Fund and is working on a bid for Tranche 2. The city has been provisionally allocated £594,000 in Tranche 1 and £2,376,000 in Tranche 2.
- 7.2 The LCWIP work has been funded via a one-off allocation of £75,000, agreed at the Budget Council in February 2019. The delivery of the priorities identified within the LCWIP, when completed, will be achieved through capital works funded mainly by future Local Transport Plan (LTP) capital programmes. Other funding sources will include ongoing or new funds which could become available from the government and Coast to Capital Local Economic Partnership (LEP), for example, or via the Planning process. Government's Department for Transport states in its technical guidance for LCWIPs that the production of an LCWIP document ensures that Local Authorities will be well placed to make the case for future investment in walking and cycling schemes.
- 7.3 It should be noted that some of the measures detailed in the Urgent Response Transport Action Plan will remove parking spaces in the city. The removal of any spaces will impact on the income that the council receives. The following table estimates forecast parking income implications as a result of the initial schemes

identified – please note that as the detail of Tranche 2 schemes has not yet been confirmed, this information is subject to change based on the detail of the schemes being taken forward.

Proposal / Project	Monthly cost implication from lost parking income	Annual cost implication from lost parking income
Full closure of Madeira Drive	£108,334	£1,300,000
A259 – Palace Pier to Fourth Avenue	£27,146	£325,756
Old Town	£9,750	£117,000
London Road	£3,917	£47,000
Church Road	£2,634	£31,606
St James's Street	£1,833	£22,000
Total with full closure of Madeira Drive	£153,614	£1,843,362

Table 1: Parking revenue implications of initial schemes outlined in the Urgent Response Transport Action Plan

- 7.4 The council's 2020/21 Local Transport Plan capital programme was approved by the 30 April Policy & Resources Committee as an interim measure, as officers were instructed to urgently explore how the work of the LTP and associated council transport plans can be rendered more flexible, in order to respond to the impact of the Covid-19 pandemic and future needs. Officers have therefore begun reviewing the programme further in the context of the work on the development and delivery of the Urgent Response Transport Action Plan and Interim LCWIP. The review of the programme will take account of the Covid-19 measures that are to be progressed and the funding arrangements and staff resources that are available to do so.
- 7.5 In the interim, as the report explains, the measures proposed in this report are in response to the Covid-19 pandemic and related government initiatives. The pandemic has had a severe impact on parking incomes generally and on many of the council's other income sources and taxation, and the Financial Update report to 27 May Policy & Resources Committee identified a funding shortfall of £15m to the end of June with further financial impacts expected throughout 2020/21. The proposed measures in this report will result in continued losses of approximately £0.460m over a period of 3 months from July to September when the committee will review the position. These costs are eligible to be charged against Covid-19 funding, however, as mentioned this already falls significantly short of projected Covid-19 costs and losses to the end of June. Due to the substantial financial impact of these measures, any decision to extend measures beyond September is likely to require Policy & Resources Committee approval unless the measures continue to be directly in response to Covid-19 or are provided for by new government funding provision.

Finance Officer Consulted: Paul Tucknott / Jessica Laing Date: 18/06/20

# Legal Implications:

- 7.6 The government published statutory guidance on 9 May 2020 in which local authorities are urged to consider how they can do what is necessary in towns and cities to ensure transport networks support recovery from the Covid-19 emergency.
- 7.7 The LCWIP (and Interim LCWIP) are not statutory reports for government and therefore there are no direct legal implications. Any measures that come forward through the LCWIP and as part of the Urgent Response Transport Action Plan will need to comply with relevant legislation in terms of their implementation and would be subject to a separate process for detailed design and safety reviews as required. Where Traffic Regulation Orders are required, these have been identified in the recommendations detailed in the Urgent Response Transport Action Plan (Appendix 2 to this report).

Lawyer Consulted: Stephanie Stammers Date: 18/06/20

# **Equalities Implications:**

- 7.8 An Equalities Impact Assessment has been carried out for the Urgent Response Transport Action Plan, and a full Equalities Impact Assessment will also be carried out for the full LCWIP document. Engagement with representative / community groups has been and will continue to be carried out in order to help mitigate any potential adverse effects on people with protected characteristics, no matter how sustainable. The public sector equality duty still applies, and in making any changes to road networks, the council must consider the needs of disabled people and those with other protected characteristics. Accessibility requirements apply to temporary measures as they do to permanent ones.
- 7.9 Furthermore, one in three Brighton & Hove households do not have access to a car and without sufficient proactive planning for active and sustainable travel options and managing vehicle use and traffic levels, it is likely that disadvantaged individuals and communities would be most affected, including single parents, those with disabilities, low income groups, women and Black and Minority Ethnic [BAME] groups.

# Sustainability Implications:

7.10 The Interim LCWIP and Urgent Response Transport Action Plan measures will provide a strong basis on which to improve the transport network and enable people to use sustainable forms of transport safely and conveniently by reallocating road space.

# **Brexit Implications:**

7.11 There are none.

# **Any Other Significant Implications:**

# Crime & Disorder Implications:

7.5 There are no direct implications for crime and disorder.

Risk and Opportunity Management Implications:

- 7.6 A number of risk implications have been identified as follows:
  - Risk 1 Changes to the public highway are subject to legislative requirements and procedures under the Highways Act and these must be followed in order to avert legal challenge. Mitigation 1: Consult with Legal Services and other relevant authorities, such as the emergency services, as necessary
  - Risk 2: Changes to the public highway are subject to the Equalities Duty and may result in detrimental impacts if not properly considered. Mitigation 2: All Traffic Orders will be subject to EQIA and key stakeholders will be engaged.
  - Risk 3: The accelerated delivery of Transport Strategy projects, without the full suite of public engagement measures, may be considered unreasonable by stakeholders and the wider public. Mitigation 3: This Emergency Response to be communicated to stakeholders alongside appropriate justification. Any measures requiring Traffic Orders to be subject to informal engagement with key stakeholders in advance of implementation.
  - Risk 4: Accelerating the delivery process results in compressing the normal technical project stages and may lead to oversight of key factors. Mitigation 4: Establish a working group of key officers to identify and advise on key requirements.
- 7.6 The development of temporary active and sustainable measures to help manage the circumstances created by Covid-19 has also provided the opportunity to consider making certain measures permanent, having considered their contribution towards the council's longer term Local Transport Plan strategy and wider objectives such as improving public health and reducing carbon emissions.

# Public Health Implications:

7.7 The measures will support the improvement of public health through enhanced opportunities for physical distancing and active travel. Enabling greater uptake of active travel across the city will provide both short and long term benefits to the mental and physical health of residents. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy.

# Corporate / Citywide Implications:

7.8 The Interim LCWIP document considers the whole city and seeks to enable people to reach local destinations easily and safely such as local schools, shopping areas and workplaces. This ensures that the Interim LCWIP delivers better connections for people with their local centres as well as the city centre, and will inform the main LCWIP. The measures will also support the existing Local Transport Plan and the development of the new Local Transport Plan [LTP5].

# **SUPPORTING DOCUMENTATION**

# **Appendices:**

- 1. Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan
- 2. Urgent Response Transport Action Plan
- 3. Madeira Drive one-way option proposal
- 4. A259 temporary proposal (Phase 1)
- 5. A259 permanent proposal vision
- 6. A23 Preston Road cycle improvements

# **Background Documents**

- Technical guidance Local Cycling and Walking Infrastructure Plans -Department for Transport
- 2. Equalities Impact Assessment Urgent Response Transport Action Plan
- 3. Tranche 1 bid to Department for Transport's Emergency Active Travel Fund



Brighton & Hove City Council
June 2020

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# Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (LCWIP)

Brighton & Hove City Council
June 2020

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# **Executive Summary**

Local authorities have been given a strong instruction from the Department for Transport (DfT) to implement ambitious schemes which provide a significant reallocation of road space to pedestrians and cyclists.

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These measures are required in order to provide space for active travel in response to Covid-19. This is an issue for all transport authorities in the country to address, for example in creating space for people to socially distance. However, the high levels of bus use in Brighton & Hove and government advice to avoid using public transport means the need for alternative modes of travel is particularly important as businesses reopen.

This was recognised by the council's Policy & Resources Urgency Sub-Committee on 14 May where an Urgent Response Transport Action Plan (the 'Action Plan') was agreed, alongside the production of this Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (Interim LCWIP).

Mott MacDonald are currently providing technical support to officers developing a full LCWIP for the city. This Interim LCWIP brings forward some of this work to assist in the review of options for temporary walking and cycling measures. However, it should be noted that the development of the full LCWIP will be subject to ongoing stakeholder engagement, followed by a public consultation. Therefore, some aspects of what is presented here may change as the LCWIP is developed further.

The Interim LCWIP reviews all temporary measures currently under consideration by the council. It also identifies other locations where the need for temporary walking and cycling measures should be considered in accordance with government guidance.

The types of infrastructure that would be possible on each of the routes identified has then been reviewed. The design suggestions provided are high-level and would be subject to design development and road safety assessment were they to be taken further. Similarly, costings have not been prepared at this stage and this, together with available funding, will be a factor in determining how many measures can be taken forward.

Planned engagement with stakeholders for the full LCWIP was also used to inform the Interim LCWIP. This included two workshops and an opportunity for stakeholders to complete an online survey highlighting current issues with walking and cycling in the city and improvements they would like to see. A number of representations have also been made to the council by members of the public on temporary measures. Many of these are reflected in the Interim LCWIP; however, it has been necessary to prioritise those on key routes in accordance with the government guidance noted above. Suggestions not taken forward for assessment at this stage will be considered further as part of the full LCWIP.

The measures assessed cover the whole city and not just the city centre. However, the need to prioritise does mean that temporary measures have not been considered in some suburban parts of the city. However, enabling opportunities for cycling and walking in these areas in the longer term is important and they will be included within the full LCWIP.

Each of the potential schemes has been assessed against a range of criteria. These criteria have been selected based on the issues that government guidance advises should be considered in the development of temporary schemes. This includes the 'strategic fit' of potential schemes with the wider network, including that emerging through the LCWIP process.

It is concluded that the schemes identified by the council within the Action Plan would be consistent with the emerging LCWIP network. Therefore, there is value in progressing them both as temporary measures but also as routes with the potential to form part of a future network. This includes measures to introduce temporary cycle facilities on the A23, A259 and Old Shoreham Road.

A number of additional routes were identified, particularly for cycling. These are primarily where they would complete missing gaps in the network or provide routes along key bus corridors in accordance with the government's guidance. Some of these would be more challenging to implement as traffic, including buses, would need to be removed. It should also be noted that potential 'quick win' schemes have already been identified, and in some cases implemented, by the council which means that the routes that remain will be, by their nature, more challenging to deliver. However, it is noted that the DfT has specifically asked local authorities to consider closures of major roads, whilst needing to consider continued access for buses, taxis and disabled people.

Complementary measures such as cycle parking, additional Bike Share hubs and 'park and cycle' locations are also recommended to help support use of the new facilities. It is not the purpose of this Interim LCWIP to consider cycle parking in detail; however, this will be addressed as part of the full LCWIP.

The temporary walking measures proposed in the Action Plan have also been reviewed and are considered to be compatible with the emerging LCWIP. However, more of these measures are to deal with the immediate need for social distancing, for example with queuing outside shops. Measures to introduce restrictions for through traffic are considered to be compatible with the LCWIP and enhance conditions for both walking and cycling in the short and longer term.



# 1 Introduction

## 1.1 Purpose of document

This report provides Brighton & Hove City Council's Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan (Interim LCWIP).

The Department for Transport (DfT) has provided local authorities with a strong instruction to introduce temporary cycling and walking measures in order to assist in the reopening of the economy. This in particular responds to the need to maintain social distancing and advice to avoid travel by public transport. Therefore, emergency measures are needed to make active travel an attractive option for more of the city's residents.

The need to respond was acknowledged by the council's Policy & Resources Urgency Sub-Committee on 14 May 2020, at which an Urgent Response Transport Action Plan (the 'Action Plan') was agreed. The Committee also agreed to the production of the Interim LCWIP.

Work on the full LCWIP commenced in 2019 with the scope of the document being agreed by the council's Environment, Transport & Sustainability Committee. Mott MacDonald was subsequently appointed in Spring 2020 to provide technical advice to officers in the development of the LCWIP with a scheduled completion of late 2020. However, in light of the circumstances which have since arisen, elements of this work have been brought forward in order to review the proposed temporary measures.

This Interim LCWIP has three main purposes:

- To provide a high-level review of measures proposed by the council to date, including those included in the Action Plan.
- To provide an initial response to stakeholder input on walking and cycling issues in the city.
- To review the emerging LCWIP network to identify the need for and opportunities for additional temporary measures.

The purpose of this document is to take a strategic view of routes and, as such, the design suggestions included are high-level. Those which are taken forward will need to be subject to detailed design and safety assessment prior to implementation. It will also be necessary to consider the cost of schemes and available funding.

# 1.2 Relationship with full LCWIP

The LCWIP is being produced in response to the DfT's Cycling and Walking Investment Strategy which encouraged local authorities to produce an LCWIP. This will indicate the strategic network for cycling and walking in the city and identify infrastructure measures for their improvement. It will then provide a prioritised plan for investment over the short, medium and longer term.

The first stages of the LCWIP include identifying walking and cycling networks, which involves assessing where people travel to, the journeys which could be undertaken on foot or by bike and the routes to be taken. The next stage will be to identify options for permanent infrastructure schemes to complete this network. Members and stakeholders will be involved in each stage of the LCWIP's development and the complete plan will be subject to a public consultation.

The elements of the full LCWIP included in this document are therefore indicative and additional routes may be added and others removed as the plan is developed. However, it has been

necessary to bring forward the draft elements of the plan in order to assist in ensuring that temporary measures introduced now have the potential to become part of a wider network in future. This is in accordance with instructions the DfT have given authorities to consider when developing temporary schemes.

# 1.3 Engagement

The nature of the DfT's instruction - to implement effective measures that will contribute to a transformation in facilities for active travel - is unprecedented. Furthermore, the government has underlined the urgency of this request. Despite the urgency of these instructions, engagement with stakeholders has taken place in order to inform this document, as well as the wider LCWIP.

Planned workshop sessions with stakeholders as part of the process for the development of the full LCWIP were held on the 1 and 4 June and did provide an opportunity to seek feedback on potential temporary measures. Stakeholders were also asked to provide feedback via an online survey where they could note walking and cycling issues in the city using an online map. A number of representations have also been made directly to the council by members of the public.

The workshops brought together organisations representing transport operators and providers, local businesses, walking and cycling groups, and equality and inclusion groups. Over 130 local community groups and residents' associations across the city were invited to respond to the survey, along with neighbouring local authorities, city councillors and council officers.

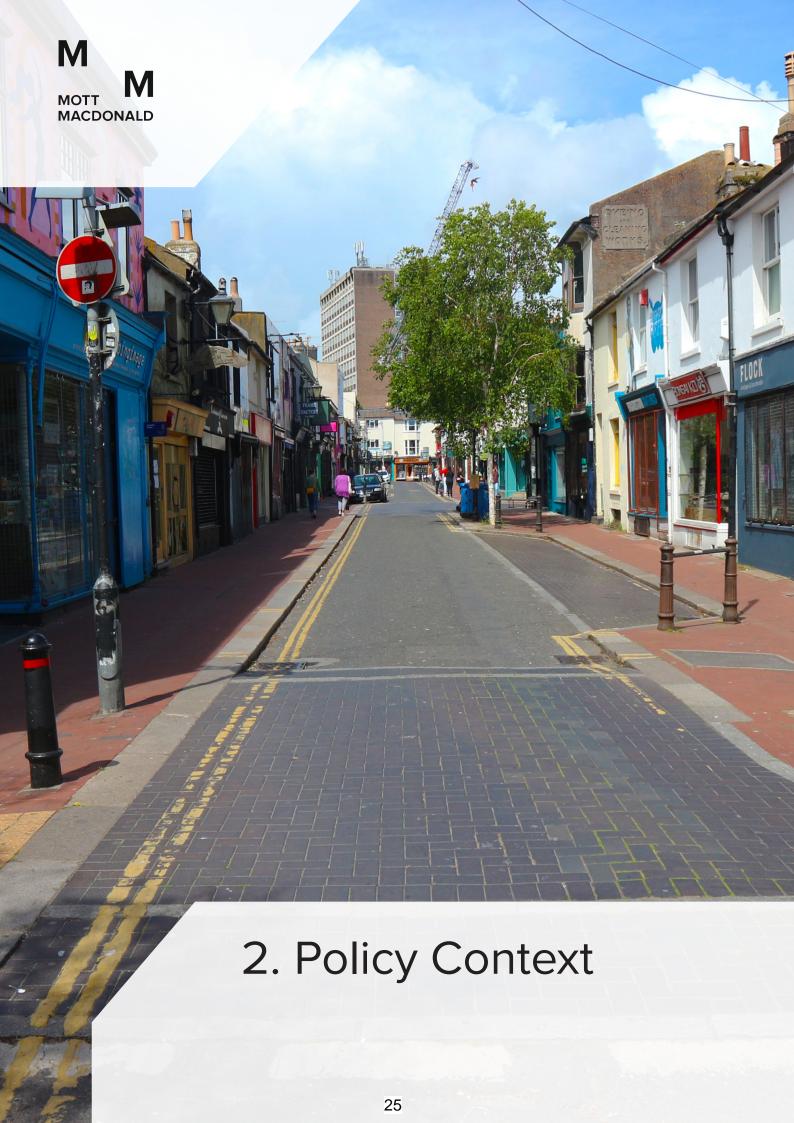
This engagement has been reflected in the production of this document and many of the routes suggested are included in this Interim LCWIP. However, owing to the time available, it has been necessary to prioritise measures to those which are likely to have greatest potential in the short term. This process is outlined in Chapter 3.

Alongside officers, Mott MacDonald will continue to engage with stakeholders in the preparation of the full LCWIP as planned.

### 1.4 Structure

The remainder of this document is structured as follows:

- Chapter 2 provides the policy background, including emergency regulations and guidance provided by central government
- Chapter 3 outlines the methodology for identifying and assessing temporary walking and cycling measures
- Chapter 4 summarises the interim cycle network and measures assessed
- Chapter 5 summarises the interim walking measures assessed
- Chapter 6 presents the results of the high-level assessment exercise
- Chapter 7 provides an initial monitoring plan



# 2 Policy Context

This chapter provides an overview of updated regulations and new guidance issued by the government in relation to the implementation of temporary active travel measures. This has been used to inform the methodology for the identification and assessment of measures in later chapters of this Interim LCWIP.

# 2.1 Coronavirus (COVID-19) Safer Public Places – Urban Centres and Green Spaces

This guidance was published by the Ministry of Housing, Communities and Local Government (MHCLG) on 13 May 2020. A summary of key points included within this is as follows:

# Section 3: Identification of issues in urban centres and green spaces

Sets out a number of steps as follows:

- 1. Identify public spaces which are likely to be 'focal zones' and require interventions (typical characteristics will be high footfall and constrained areas).
- 2. Consider user groups and levels of footfall / activity.
- 3. Assess the key social distancing issues, potential conflicts and risks.
- 4. Consider interventions to mitigate and reduce social distancing issues (also need to consider existing risks such as security).
- 5. Consider statutory and legal implications.
- Consider implementation of temporary physical interventions, timings and procurement implications.
- 7. Consider management of spaces (e.g guiding movement) and enforcement.
- 8. Consider maintenance issues.
- 9. Monitor use, management and maintenance, and effectiveness.
- 10. Review and consider removing or replacing interventions.

### Section 4: Management of urban centres

- Focus should be on areas of high footfall, particularly those that provide a range of attractions.
- Issues likely to include space required for queues, street furniture creating obstructions and increased need for private vehicle use.
- Measures under consideration should include footway widening including, temporary barriers
  in the carriageway, changes to parking bays loading bays and cycle lanes, removal of
  unnecessary obstacles, removal of bus stops / shelters to provide queuing space, and oneway pedestrian movement.
- Need to consider specific requirements of people with disabilities.
- Need to consider security requirements (including protection for queues and extended footway areas).
- Consider need for delivery and essential access and the timing of this.

# 2.2 Reallocating road space in response to Covid-19: statutory guidance for local authorities

The Department for Transport (DfT) introduced additional statutory guidance on 9 May under Section 18 of the Traffic Management Act 2004. This includes:

- Measures should be undertaken as quickly as possible and within weeks in order to prepare for the further easing of restrictions and could include:
  - Widening cycle facilities, which should be segregated as far as possible to achieve the level of change needed.
  - Cones and barriers should be considered to widen footways in key areas such as outside shops and transport hubs, beside bus stops and at crossings.
  - Introduce more 'school streets' where access to schools is restricted at pick-up and dropoff times.
  - Introduce pedestrian and cycle zones, including restricting motor vehicle access at certain times, particularly in town centres and high streets.
  - Introduce more 20mph speed limits in association with other measures (however, generally this is already the case in much of Brighton & Hove).
  - Filtered permeability, where access to traffic is restricted.
  - Additional cycle parking, including repurposing car parking.
  - Amending junction design to accommodate more cyclists, including extending Advance Stop Lines (ASLs) to the maximum permitted depth (7.5m).
  - Corridor approaches to consider whole route for buses and cycles on key links into town / city centres.
  - Identifying measures planned through existing plans such as Local Cycling and Walking Infrastructure Plans (LCWIP) that can be brought forward and constructed relatively quickly.
- Publication of additional approved temporary signage.
- Authorities should monitor and evaluate any temporary measures with a view to making them permanent.
- Access for Blue Badge holders, deliveries and other essential services should be considered, and local businesses consulted on ensuring access to premises.
- Emergency services should be consulted to ensure access is maintained.
- The requirements of the Equality Act 2010 remain and the needs of disabled people and those with protected characteristics must be considered.

# 2.3 Temporary Guidance on Making Traffic Regulation Orders (TROs)

On 21 April, the DfT published guidance on making TROs during the current period which applies to both permanent and temporary TROs. The focus is on how TROs are advertised, particularly regarding the requirement to publish in a local newspaper or place notices on street. Highway Authorities are still expected to make reasonable steps to advertise TROs through other channels and the guidance does not change the existing regulations regarding temporary, experimental and permanent TROs.

# 2.4 DfT letter to Highway Authorities (12 May)

The DfT wrote to Highway Authorities on 12 May requesting that they implement measures to help in the easing of the lockdown restrictions. In respect of reallocating road space, this noted:

- In developing responses, authorities should work closely with other authorities, transport operators, major employers, the NHS, emergency services, schools, Highways England, Network Rail and Local Resilience Forums.
- Reiterated the statutory guidance published on 9 May and summarised in Section 2.2 above, including the need to reallocate road space and stating that "measures to create space for cyclists and pedestrians should have a minimum level of physical separation", stating linedonly schemes "are very unlikely to be sufficient".
- The need for 'pop up' park and ride facilities on the edge or urban areas should be considered in order to prevent congestion and allow active travel in town centres.
- The use of different travel modes by different people at different times of the day should be considered.

The letter also refers to complementary measures relating to Travel Demand Management (encouraging people to change their journeys, such as the mode they take or time they travel), provision of cycle parking at workplaces and electric scooter trials.

# 2.5 DfT Letter to Highway Authorities (27 May)

The DfT wrote to local authorities again on 27 May to provide details of funding. This outlined how the £250 million emergency travel fund would be allocated to authorities in two tranches with applications for the first tranche closing on 5 June (measures put forward in the council's response are summarised in Sections 4 and 5).

The letter reiterated the DfT's instruction to highway authorities that measures should be ambitious, stating that they need to "meaningfully alter the status quo of the road". It also stated that a focus should be given to strategic corridors to provide for cycling and walking as an alternative to journeys previously made by public transport. In applying for the Tranche 1 funding, the council was required to demonstrate:

- How the scheme or programme will improve mobility, and / or assist with social distancing.
- Whether the scheme is within a cycling and walking network plan or whether it has been prioritised as part of an LCWIP (the DfT noted that this was not compulsory but useful in demonstrating the wider strategic fit of schemes).
- Consideration of access for freight deliveries, bus routes, taxis and disabled people.

Authorities were also instructed to have robust monitoring and evaluation plans in place, and it was stated that Tranche 2 funding would be conditional on the bid representing value for money and there being evidence of suitable evaluation plans.

# 2.6 Summary

This section has outlined the additional guidance and instructions issued by the government at the time of writing. This includes a clear instruction to authorities to implement emergency active travel measures and the need to be ambitious in the scope of these, yet also consider the needs of other users including bus operators, taxis and disabled people. This guidance is reflected in the methodology for identifying and assessing measures to be included in this Interim LCWIP. The methodology is outlined in further detail in Chapter 3.



# 3 Methodology

This chapter outlines how streets in the city have been identified for potential temporary cycling and walking measures. It then details how these have been assessed for their suitability and need.

# 3.1 Identifying and prioritising a network for temporary measures

### 3.1.1 Cycling

The study has first identified routes to be assessed for temporary measures. This has been carried out as follows:

- Routes identified for progression within the Action Plan.
- Routes considered but not recommended for progression within the above.
- A review of the route network emerging through the development of the full LCWIP.

As noted in Section 1, the LCWIP is currently at the early stages of assessment and additional routes may be added and others removed. The routes also indicate demand and do not necessarily mean that cycle routes would be suitable or deliverable along them, especially in the short term. This will be assessed in future stages of the LCWIP development and potential permanent measures identified. These will then be prioritised with some being options for the longer term. This process will be subject to engagement with stakeholders at each stage, followed by a public consultation on the draft plan.

However, the draft network assists in narrowing down the network to the main areas of potential demand. These routes have then been further prioritised by looking at key strategic routes, including those with high bus use. This approach reflects the DfT's priorities for funding noted in Chapter 2.

These additional routes also take account of stakeholder representations to the council and received through the initial stages of the development of the LCWIP. However, as per the methodology above, the routes have been narrowed down based on their importance strategically. This is necessary in order to provide a prioritised list for further assessment.

### 3.1.2 Walking

Routes for the assessment of temporary walking measures have been identified by applying a similar approach:

- Routes or areas identified within the Action Plan.
- A review of the central areas of the city to consider the potential need for intervention.

It should be noted that the need for temporary measures to provide space for queuing and social distancing can be very localised. At the time of writing, council officers had already identified key pinch points and areas most likely to present a challenge as shops and businesses reopen, with plans already in development for managing these areas prior to non-essential retail opening on15 June.

Therefore, the purpose of this study is not to identify areas for assessment at this level and it instead takes a route or area-wide approach. The focus is also on the more central parts of Brighton, Hove and Portslade, on the basis that these attract the highest footfall and are where

the need for temporary interventions is likely to be greatest. Within this area, the focus is on 'Core Walking Zones' identified through the LCWIP. These are defined in the DfT's LCWIP guidance as areas where there are a number of walking trip generators located close to each other, such as town centres.

# 3.2 Stakeholder inputs

As noted in Chapter 1, the production of this Interim LCWIP has coincided with planned stakeholder engagement for the full LCWIP. This was also used to allow stakeholders to comment on potential locations for temporary measures.

The locations suggested by stakeholders have been reflected where possible in the identification of routes for the temporary interventions. However, owing to the time available, it was necessary to prioritise those routes that were considered further. As outlined in Section 3.1, this has been based on the priorities provided in government guidance.

Where it has not been possible to include suggestions at this stage, these will be considered further in the development of the full LCWIP.

## 3.3 Assessment of potential temporary improvements

A series of assessment criteria have been developed and tailored to cycling and walking schemes. This high-level assessment of individual options is qualitative with a score assigned to criteria based on a Red (R), Amber (A), Green (G) rating. It should be noted that a scheme could be assessed as green in a number of areas, such as need and strategic fit, but if it fails against key deliverability criteria, it may not be possible to recommend that it is considered further for a temporary intervention. This is discussed further in Chapter 6.

### 3.3.1 Cycling

Table 3.1 provides the assessment criteria used for reviewing the suitability of the routes identified for temporary cycling measures and to assist in prioritising the need for these.

Where there is a significant change in street characteristics, such as the number of lanes or type of use, the route has been split into sections and assessed separately.

Table 3.1: Temporary cycling measures assessment criteria

Criteria	Assessment categories	Rationale for criteria
Strategic linkage	R= No linkage to existing strategy A= Some alignment with existing or emerging policies or plans but not direct	Referenced in DfT Guidance.
	G = Complete alignment, route included in LCWIP or similar document	
Expected demand	R= No evidenced need for intervention. May have low potential use or a significant barrier to uptake.	Related to above and need for evidence-based interventions and ongoing monitoring referenced in DfT guidance.
	A= Some limited evidence for intervention such as route is on desire line to major trip attractors. May have some constraint to potential use such as steep gradient.	For the full LCWIP, it is noted that gradient could be addressed through a growth in e-bikes; however, investment in temporary measures is
	G = Demand or potential demand is evidenced by existing data and/or an area-wide strategic assessment	likely to be best prioritised to those routes which have the greatest

Criteria	Assessment categories	Rationale for criteria
	such as that undertaken for an LCWIP. Few barriers to use, or these could be overcome using temporary measures	potential to increase current cycling levels.
Connection to wider network	R= Route is isolated and would not connect to the wider network	Related to strategic linkage and reflects the fact that a cycle route is
	A= Route has some connections to a wider network but these are currently of low quality	as good as its weakest point. A high- quality facility may not serve its intended purpose if potential users
	G= Route has connections to a wider network and these	find it difficult to access or it does not lead directly to key destinations.
	connections are generally of higher quality (or these are to be provided / upgraded through a planned complementary scheme)	
Available width	R= Not possible to provide a facility within the highway boundary or without significant infrastructure works	A route will need to be sufficiently wide to be attractive to less confident, inexperienced or noncyclists who need to be encouraged
	A= Route could be provided but to a limited quality (less than 2m available for single direction within the highway boundary)	to cycle more. In addition, space will be required for barriers or means of light segregation. It is noted that ideally more than 2m
	G= 2m or greater available in each direction providing opportunity for a fully segregated route without the need for significant works	would be provided in each direction in order to maximise social distancing but recognised this is unlikely to be possible in many instances.
Interaction with junctions	R= At least one junction defined as critical using the LCWIP Route Selection Tool (RST) and this would require significant intervention to overcome	If junctions cannot be adequately addressed, the route is unlikely to be attractive to less confident, inexperienced or non-cyclists who the temporary measures need to
	A= At least one junction defined as critical using the LCWIP RST but mitigating measures may be possible	target. For the full LCWIP, addressing critical junctions will be a priority as they often present the biggest
	G= No junctions defined as critical using the LCWIP RST	hazard or reason people do not cycle. However, for temporary measures these may present a reason for not prioritising a scheme if it is not possible to address them without significant infrastructure works.
Impacts on public transport users (buses and taxis)	R= Route passes a number of bus stops served by frequent services and would either impact on the ability of buses to serve these or introduce significant conflict with cyclists and / or bus route (including	The DfT has identified public transport routes as a priority for intervention and this has been an important factor in identifying routes for assessment.  However, conflict with buses is likely
	bus and taxi lane) would be diverted / removed as a result of scheme with likely journey time implications	to affect the desirability of routes for cyclists so the ability to mitigate any impact has been considered in the
	A= Route passes a number of stops or has interaction with buses, but services are infrequent or interaction	assessment.
	with cyclists limited (i.e. low risk of conflict)	
	G= No conflict with buses	

Criteria	Assessment categories	Rationale for criteria
Impacts on pedestrians / public realm	R= Route would significantly reduce space for pedestrians to the extent that this would be detrimental to efforts to maintain social distancing	An aim of the guidance is to increase provision for pedestrians in order to accommodate queuing and social distancing; therefore, a cycling
	A= Route would have some impact on pedestrian provision but there is sufficient capacity to accommodate this	measure which impacts on this may be counterproductive.
	G= Route would either not impact on pedestrians or enhance provision (for example by replacing a shared facility with on-carriageway segregated cycle route)	
Impacts on parking	R= Route would have an unavoidable impact on parking and there is no realistic alternative for those who would lose parking (for example residents in an area of high parking stress)  A= Route would have an	It should be noted that the government guidance fully supports the removal of parking given the priority of needing to reallocate space for active travel. However, the impact on residential parking where there may be no alternative has been considered in the assessment.
	unavoidable impact on parking; however, this is not essential (e.g. shops) or could be displaced elsewhere with limited impact G= Route would have limited impact	The guidance also requires the needs of Blue Badge holders in particular to be addressed.
Impacts on loading / freight deliveries	on parking  R= Route likely to have an unavoidable impact on loading opportunities and no alternatives exist	The guidance requires the consideration of access and loading for businesses but notes that timed restrictions can be considered.
	A= Route would be likely to have an impact on loading but this could be relocated or mitigated	
	G= Route would not have an impact on loading	
Impacts on traffic flow	R= Route would substantially reduce capacity for vehicular traffic and risks significantly increasing congestion	The impact on congestion has been considered in the assessment; however, it should be noted that the government guidance fully supports
	A= Route would substantially reduce capacity for vehicular traffic but this is expected to have a limited impact	and indeed encourages the reallocation of road space for active travel measures. Therefore, a lower score in this area should not
	G= No increase in congestion is expected as a result of the scheme	necessarily override the need for the scheme.
		The guidance also notes that driving will be required to some areas but not necessarily town and city centres.
Equality implications	R= Scheme is likely to have a substantial adverse impact on group(s) with protected characteristics and this cannot be mitigated	Local Authorities have a duty under the Equality Act 2010 to consider the needs of all those with protected characteristics and the guidance states that this should be considered in the development of schomes
	A= Scheme has the potential to have an adverse impact on group(s) with protected characteristics; however, it	in the development of schemes.

Criteria	Assessment categories	Rationale for criteria
	is expected that this could be satisfactorily mitigated	
	G= The scheme is not expected to have an adverse impact on groups with protected characteristics	
Security implications	Considered for pedestrians only	For cycling there is a lower likelihood of large groups of stationary people gathering.
Legislative requirements	R= Require a permanent or experimental TRO	Will determine the complexity of introducing measures and affect the
	A= Could be introduced under a temporary TRO or parking could be re-provided or addressed through suspensions	viability of temporary measures.
	G= No legal process required	
Value for money	R= Temporary measure would require significant, costly infrastructure with lower expected demand and little likelihood that it could be made permanent	Measures need to be viable, deliverable within available budgets and justify the initial expenditure. Note that cost is based on a high- level view of whether costs would be
	A= Measure would require a higher level of expenditure but this would have the potential to provide a longer term benefit for active travel and have higher expected demand G= Measure would be low cost	low or high based on the type and scale of works involved. Costing of schemes has not been undertaken at this stage.

# 3.3.2 Walking

Table 3.2 summarises the assessment criteria for walking and provides the rationale for these.

Table 3.2: Temporary walking measures assessment criteria

Criteria	Assessment categories	Rationale
Strategic fit	R= No linkage to existing strategy A= Some alignment with existing or emerging policies or plans but not direct G = Complete alignment, route under consideration for LCWIP	Links to wider strategy to be considered but walking improvements generally a response to a localised need rather than a wider strategy.
Expected demand	R= Limited evidenced need for intervention	Related to above and need for evidence-based interventions and
	A= Route serves a small number of premises (such as shops) or bus stops with more limited demand and / or low footfall	ongoing monitoring referenced in DfT guidance.
	G = Route is a 'focal point', serving a number of premises, larger premises and transport hubs / stops with high footfall and / or high potential for queuing	
Connection to wider network	Not assessed for walking	Interventions will be more localised than for cycling and focused on town centres or areas with trip attractors.

Criteria	Assessment categories	Rationale
Available width	R= 4.5m or greater footway space already available in residential area and 7m alongside active frontage; therefore, increase not required. Alternatively, increase desirable but it is not possible to provide this	Necessary in order to meet social distancing requirements.
	A= Current width is sub-standard for social distancing (less than 4.5m footway in residential area or less than 7m alongside active frontage). It would be possible to extend in places but compromise may be needed (such as one-way operation)	
	G= Current width is sub-standard for social distancing (less than 4.5m footway in residential area or less than 7m alongside active frontage). It would be possible to extend footways to achieve desired minimums	
Interaction with junctions	Not assessed for pedestrians	This is unlikely to be a determining factor in whether or not walking routes are enhanced which are more likely to be driven by the specific requirements of the site such as active frontage. The need to consider temporary buildouts at junctions to increase crossing space would need to be considered in the design of interventions as recommended by the guidance.
Impacts on public transport users (buses and taxis)	R= Significant conflict with or adverse impact on bus routes as a result of the proposals A= Interaction with buses but stops / shelters could be relocated with minimal impact G= No conflict with buses	Guidance states that relocation of bus stops could be considered; however, the impact on groups with protected characteristics under the Equality Act 2010 needs to be considered as per the separate criteria.
Impacts on cyclists	R= Route would significantly reduce space for cyclists and impact on the quality of a strategic route	An aim of the guidance is to increase provision for cyclists; therefore, a significant impact on an important route may be counterproductive.
	A= Route would have some impact on cycle provision but there is sufficient capacity to accommodate this and / or traffic volumes / speeds are low or measures could be introduced to achieve this	
	G= Route would either not impact on cyclists or enhance provision by reducing conflict with pedestrians	
Impacts on parking	R= Intervention would have an unavoidable impact on parking and there is no realistic alternative for those who would lose parking (for example residents in an area of high parking stress)	It should be noted that the government guidance fully supports the removal of parking given the priority of needing to reallocate space for active travel. However, the impact on residential parking where there may be no alternative has been considered in the assessment.
	A= Intervention would have an unavoidable impact on parking; however, this is not essential (e.g.	

Criteria	Assessment categories	Rationale
	shops) or could be displaced elsewhere with limited impact	The guidance also requires the needs of Blue Badge holders in
	G= Intervention would have limited impact on parking	particular to be addressed.
Impacts on loading / freight deliveries	R= Intervention likely to have an unavoidable impact on loading opportunities and no alternatives exist	The guidance requires the consideration of access and loading for businesses but states that timed restrictions could be considered.
	A= Intervention would be likely to have an impact on loading but this could be relocated or mitigated	
	G= Intervention would not have an impact on loading	
Impacts on traffic flow	R= Intervention would substantially reduce capacity for vehicular traffic and risks significantly increasing congestion	The impact on congestion has been considered in the assessment; however, it should be noted that the government guidance fully supports and indeed encourages the reallocation of road space for active travel measures. Therefore, a lower score in this area should not necessarily override the need for the scheme.
	A= Intervention would substantially reduce capacity for vehicular traffic but this is expected to have a limited impact	
	G= No increase in congestion is expected as a result of the scheme	
		The guidance also notes that driving will be required to some areas but not necessarily town and city centres.
Equality implications	R= Intervention is likely to have a substantial adverse impact on group(s) with protected characteristics and this cannot be mitigated  A= Intervention has the potential to	Local Authorities have a duty under the Equality Act 2010 to consider the needs of all those with protected characteristics and the guidance states that this should be considered in the development of schemes.
	have an adverse impact on group(s) with protected characteristics; however, it is expected that this could be satisfactorily mitigated	Consideration of users with disabilities specifically is also a requirement of the DfT guidance for emergency measures.
	G= The intervention is not expected to have an adverse impact on groups with protected characteristics	
Security implications	R= Intervention would substantially increase risk for pedestrians by potentially exposing large numbers of pedestrians in a way that cannot be mitigated	Consideration of security implications is a requirement of the guidance.
	A= Intervention has the potential to increase risk with no existing mitigation measures such as street furniture in place; however, this could be addressed	
	G= Intervention would not be expected to increase risk for pedestrians beyond what can be reasonably designed for	
Legislative requirements	R= Require a permanent or experimental TRO	Will determine the complexity of introducing measures and affect the viability of temporary measures.
	A= Could be introduced under a temporary TRO or parking could be	

Criteria	Assessment categories	Rationale
	re-provided or addressed through suspensions	
	G= No legal process required	
Value for money	R= Temporary measure would require significant, costly infrastructure with lower expected demand and little likelihood that it could be made permanent	Measures need to be viable, deliverable within available budgets and justify the initial expenditure. Note that cost is based on a high level view of whether costs would be
	A= Measure would require a higher level of expenditure but this would have the potential to provide a longer term benefit for active travel and have higher expected demand G= Measure would be low cost	low or high based on the type and scale of works involved. Costing of schemes has not been undertaken at this stage.

# 3.4 Summary

This section has outlined the high-level assessment criteria to be used to consider the suitability of potential emergency active travel measures in Brighton & Hove. Chapters 4 and 5 identify routes and measures to be assessed for cycling and walking respectively.



# 4 Identification of Potential Cycling Network and Measures

This chapter identifies the routes to be considered further for temporary cycling measures and the types of scheme that could be introduced on these streets.

## 4.1 Network development

Cycling routes have been identified for assessment by following the process outlined in Section 3.1. These are as follows:

#### Routes identified for progression in the Action Plan

The following were identified as short term measures and have already been implemented:

- Madeira Drive closure
- 2. A270 Old Shoreham Road (The Drive to Hangleton Road) cycle lanes

The following were identified as potential medium-term interventions:

- 3. A259 Marine Parade cycle lane
- 4a. A23 (National Cycle Network (NCN) 20, Argyle Road to Dyke Road Drive)

In addition, the following were identified for progression within the council's submission to the DfT for Tranche 1 emergency active travel funding:

- 5. A259 (Madeira Drive to Fourth Avenue)
- 6. Basin Road South
- 7. A23 (Valley Gardens to Cheapside)

#### Routes considered but not progressed in the Action Plan

- 5b. A259 (Fourth Avenue to Wharf Road)
- 8. Boundary Road closure
- New Church Road closure
- 10. Portland Road traffic restrictions
- 11. Richardson Road traffic restrictions
- 12. St George's Road traffic restrictions
- 13.St James's Street
- 14. Sackville Road cycle facilities and traffic restrictions

#### Additional routes considered

Table 4.1 provides a summary of the additional routes considered in this Interim LCWIP and the rationale for including these.

Table 4.1: Summary of additional cycle routes assessed

Route	Rationale
4b. A23 London Road to Argyle Road	Continuation of improvement to NCN noted at Item 4 above.

Route	Rationale
<ol> <li>A270 Old Shoreham Road (Hangleton Road to West Sussex)</li> </ol>	Would provide a continuous cycle facility to the west of the city.
<ol> <li>A270 Old Shoreham Road (Dyke Road to Preston Circus)</li> </ol>	LCWIP development indicates demand as a strategic eastwest route.
17. Chatham Place	Alternative to 16 (along with Dyke Road (23)).
18. A270 New England Road and Viaduct Road	LCWIP development indicates demand as a strategic eastwest route.
19. A259 (Hove Lagoon to Boundary Road)	Strong strategic case for east-west route based on LCWIP development.
20. A259 (Boundary Road to western boundary)	Strong strategic case for east-west route based on LCWIP development.
21. Nevill Road (Old Shoreham Road to Woodland Drive)	Bus route and provide connection to Hove Park, schools and City Park employment area.
22. Church Road	Demand as an east-west cycle route directly serving shops and businesses and a major bus corridor.
23. Dyke Road	LCWIP development indicates demand as north-south link to the city centre and South Downs. Also a bus route.
24. A23 (Stanford Avenue to Mill Road)	LCWIP development indicates demand as north-south link to the city centre and is a major bus route.
25. A23 Stanford Avenue and Beaconsfield Road	LCWIP development indicates demand as a strategic corridor and is a major bus route.
26. Ditchling Road	LCWIP development indicates demand as north-south link to the city centre and South Downs and is a major bus route.
27. A270 Upper Lewes Road	LCWIP development indicates demand as a strategic eastwest route.
28. A270 Lewes Road (Union Road to Bear Road)	Key north-south link for consideration in LCWIP and major bus corridor.
29. A270 Richmond Terrace	North-south link. Although buses run via Union Road, this would provide a route to London Road and Trafalgar Street.
30. A270 Lewes Road (Bear Road to University of Sussex)	Key north-south link for consideration in LCWIP and major bus corridor.
31. Elm Grove	Link to the east of the city and bus route.
32. Queens Park Road	North-south link from Elm Grove and Hanover areas.
33. Edward Street and Eastern Road	LCWIP development indicates demand as a strategic eastwest route. Major bus route.
34. North Street	Major bus corridor and east-west link.
35. West Street / Queen's Road	Bus route and north-south link.
36. Terminus Road	Bus route and east-west link.
37. Westem Road	Bus route and east-west link.

The Valley Gardens area also provides a key north-south link. However, owing to ongoing works in this area currently, it has not been considered further at this stage for temporary cycling measures.

Figure 4.1 provides a summary of the routes assessed for cycling measures, showing those contained within the Action Plan and the additional routes identified for assessment. Also shown is the 'emerging network' of routes where demand has been identified through the LCWIP

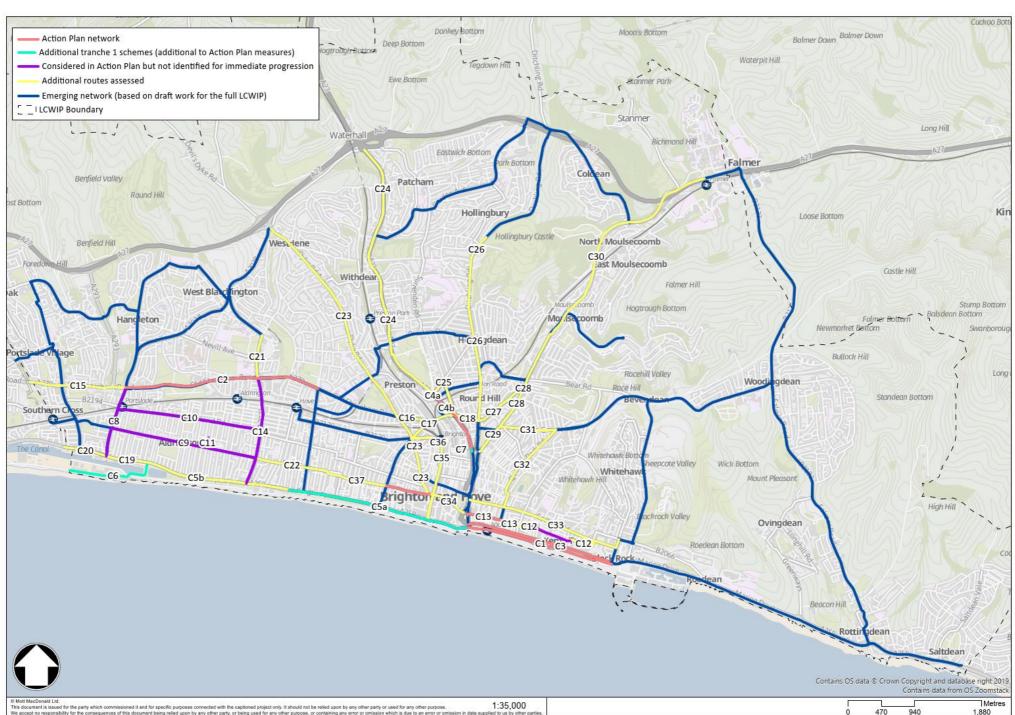
process; however, as noted in the previous chapter, this network is currently in development and has been used as a guide to the strategic fit only.

Whilst it has been necessary to prioritise routes for consideration for temporary measures, the draft network shows that the whole city will be included within the full LCWIP. The need for and nature of temporary measures means they are less focussed on suburban parts of the city. However, the importance of enabling opportunities for cycling and walking in these locations is recognised and they will be considered further within the full LCWIP.

# 4.2 Neighbouring authority schemes

In assessing the strategic fit of potential schemes, it is also important to consider temporary schemes in preparation by neighbouring authorities. This will be a factor in whether a cycle route would be continuous by linking to other facilities. At the time of writing, West Sussex County Council have indicated that they are progressing proposals for Old Shoreham Road (A270) and have included this within their Tranche 1 funding application. A scheme for the A259 was not included in this application.

Figure 4.1: Summary of the routes assessed for cycling measures



### 4.3 Types of measure to consider

Potential temporary measures have been identified for each route at a high-level based on the following standard approaches:

### Road narrowing to create cycle facilities or wider areas for pedestrians

This could be by utilising wide carriageway lanes, as has been possible with the section of Old Shoreham west of The Drive. Alternatively, in some locations it may be possible to reallocate a lane of traffic, as has been implemented on Old Shoreham Road east of Holmes Avenue. In other locations, it may be necessary to remove parking; however, in all these variations two-way routes for general traffic would be retained.

#### Removal of traffic in one direction

This may be necessary where carriageway widths mean that space for cyclists cannot be provided by removing parking or narrowing traffic lanes alone. Therefore, the only way to provide a temporary facility would be to remove traffic in one direction. In some cases, it may be possible to provide a permanent facility by widening the road; however, this would require significant infrastructure work and not be viable as a temporary measure.

#### Road closures

This would involve a full road closure or point closure to provide access only. Access for buses, taxis and disabled users could be retained, subject to consideration on a case-by-case basis. Point closures are also known as filtered permeability and could be used to provide low traffic neighbourhoods.

In providing cycle facilities, the government's guidance, and requirement for funding, is that these be segregated. This could be achieved for temporary measures using dividers such as orcas or wands, shown in Figure 4.2. Planters, traffic cones or barriers could also be used. In other cases, it may be possible to provide some protection by retaining parking on the outside of cycle lanes. This would be similar to the cycle lanes on Grand Avenue (Figure 4.3) but using road markings instead of kerbs.

This high-level assessment is focusing on infrastructure for the routes themselves; however, the following complementary measures should also be considered, but are not included in this assessment:

#### Additional Bike Share hubs and cycle parking

Expansion to facilitate use of the new cycle infrastructure. It is noted this has already been requested within the council's Tranche 1 funding submission.

#### Temporary park and cycle facilities

Installed to encourage people to park on the edge of the city and then use cycle hire or their own bikes to reach their destination, making use of the temporary facilities that have been provided. This would also help to limit the increase in car trips on roads where capacity has been reduced.



Figure 4.2: Example of light segregation (Victoria Embankment, London)





## 4.4 Summary of schemes for assessment

Table 4.2 provides a summary of each route and the suggested measures that have been used as the basis for assessment. It also notes key constraints or design issues that will need to be addressed were these to be progressed further.

As noted in Chapter 1, the purpose of this document is not to provide detailed design for schemes, only to identify and then provide a high-level assessment of the potential for a temporary measure. Therefore, further work would be required to develop these further. The assessment provided of these measures within this Interim LCWIP provides a high-level overview of the feasibility of these interventions. However, further design work may indicate that the introduction of temporary measures would not be possible, and a more permanent solution is required. A road safety assessment, costing and funding would also be required prior to implementation.

# 4.5 Summary

This chapter has introduced the cycle routes and identified types of temporary measure to consider on these streets. The following chapter provides a similar exercise for walking with the assessment for each presented in Chapter 6.

Table 4.2: Summary of potential cycling measures

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
1. Madeira Drive (Scheme already implemented)		2	Road has been closed to through traffic by placing planters at entrance to the road.		Removal of disabled parking.
2. Old Shoreham Road	Hangleton Road to The Drive	2.9	Cycle lane has been painted on wide single lane sections from Grand Avenue to Holmes Avenue. One lane removed on dual carriageway section to Hangleton Way.	Add form of light segregation in addition to the lined scheme (at the time of writing, it is noted that the council have plans to install this in locations where it is feasible). Review connections at western end and in the longer term review junction of Hangleton Road / Carlton Terrace / A2038. Consider connection from shared path into Benfield Valley / Sainsbury's by removing one of the left turn filter lanes to Hangleton Road with ASL added and cycle lane extended across junction, requiring traffic to merge prior to rather than after junction. Consider adding cycle filter to Gladys Road to provide connection to Boundary Road for eastbound cyclists.	Crossovers will limit the amount of light segregation that can be provided along central section in particular.  Hangleton Road crossing not signalised.  Wider redesign of junctions desirable but not deliverable as a short term measure.  Pedestrian refuge south of Hove Park creates pinch point and could be redesigned.
3. A259 Marine Parade	Old Steine to Lewes Crescent	1.8	Two lanes on either side of the carriageway with wide single lanes on other sections.  Parking, loading and bus stops on either side of carriageway.	Reduce carriageway widths to create a bidirectional cycle lane on southern side. Parking could be removed if necessary, but there is likely to be scope to relocate some parking to the outside of the cycle facility.	Constraint at eastem end of route where cyclists would have to join shared path to east.  There are a number of junctions; however, a facility on the south side would mitigate this.  The treatment of pedestrian crossings would need to be considered with an additional refuge area required for pedestrians and measures to encourage cyclists to slow or give way. This would be particularly necessary if the facility is made two-way without changes to signals.  Replacement stops for buses would need to be considered.

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
					Retention of parking for blue badge users would need to be prioritised.
	Argyle Road to Dyke Road Drive	0.1	One-way dual carriageway. Some active frontage with parking on east side of carriageway. Bus route.	Remove traffic lane on western side of carriageway to create a cycle lane.  Complement with a point closure on Argyle Road.	Continued access for loading would need to be considered; however, loading could be retained or provided on the eastern side.  Tie in at either end would need to be considered.  Some queuing capacity for vehicles turning right into Stanford Avenue would need to be retained.
					Bus stop south of Springfield Road would need to be addressed, although it may be possible to retain it if adjacent parking is removed and used as a traffic running lane for this section.
4b. A23 Preston Road	London Road to Argyle Road	0.3	Some active frontage with parking on east side of carriageway. Bus route.	Create northbound cycle facility by removing western carriageway lane (southbound cyclists to be routed via Argyle Road and Campbell Road to follow the NCN and avoid Preston Circus).	Tie in at Preston Circus would need to be considered, meaning northbound-only likely to be more feasible as a temporary measure. Bi-directional facility could be provided with more significant works in the longer term.
5a. A259 Kings Road / Grand Junction Road / Kingsway	Madeira Drive to Fourth Avenue	2.5	Dual carriageway in both directions with two-way cycle lane on the promenade. High level of conflict with pedestrians at present as cycle lanes are segregated by line only, particularly at the eastern end and at crossings.	The potential measure assessed for suitability for a temporary intervention is a widening of the existing two-way cycle lane into carriageway, potentially taking out some / all of one of the westbound lanes. This could be used for westbound cycling, reducing demand for the promenade facility.  Longer term, could consider reallocating one southbound carriageway lane for a two-way cycle lane; however, this would require more significant interventions at junctions and crossings than is likely to be feasible for a temporary measure.  Similarly, one of the northern carriageway lanes could be reallocated in the longer	Junctions and crossings pose constraints for a temporary measure as more substantial design measures will be required to address these.  Some right turn lanes would need to be removed which could have capacity implications unless the right turn is banned.  Construction works at the shelter hall (West Street) create a pinch point.

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
				term but would require detailed consideration of junctions.	
5b. A259 Kingsway	Fourth Avenue to Wharf Road	1.8	Dual carriageway in both directions with two-way cycle lane on the promenade.  Some conflict with pedestrians at present as	As above, continue temporary westbound cycle lane.	Parking and loading east of King Alfred could create conflict with cycle facility and need to be addressed in design.  Junctions and crossings pose constraint to providing eastbound facility; however,
			cycle lanes are segregated by line only.		this may be possible on some sections if crossings could be amended temporarily to allow two-way on-carriageway cycling as with Marine Parade.
					Junctions with Wharf Road and Hove Street would need to be addressed.
6. Basin Road South		3	Part of NCN, signed over private roads shared with HGV traffic.	Introduce measures to improve the visibility of cyclists through additional lining and signage.	The majority of the route is not public highway and extends into Adur and Worthing.
					High number of HGV movements.
7. A23 London Road	Valley Gardens to Cheapside	1.5	Short cycle facility on Cheapside with shared cycle and pedestrian facility at northern end of Valley Gardens.	Extend cycle facility from Valley Gardens into London Road and Cheapside.	
8. Boundary Road		1	Two-way traffic and bus route with active frontage and high demand for loading.	Could create additional space for cyclists and pedestrians by removing car parking. An alternative could be to consider point-closures of certain sections, retaining access for buses.	Localised pinch-points, including pedestrian crossings and bus stops.
9. New Church Road	Between Boundary Road and Sackville Road	2	Wide carriageway with parking on either side. Bus route.	Remove some parking on either side of road to provide cycle lanes in each direction. Replace parking on outside of cycle lane where widths allow.	Bus stops will need to be addressed.  Cycle facility will need to be diverted around build-outs if located at the kerbside.
10. Portland Road	Between Boundary Road and Coleman Avenue	1	Wide carriageway with parking and loading on either side. Shopping area and bus route.	Remove parking on either side of road to provide cycle facility. Reduce speed limit to 20mph.	

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
				Remove right hand turning lanes and central hatchings in places to provide increased space for cyclists. Remove parking on either side of road.	
11. Richardson Road		0.1	Local shopping street with parking on either side.	Provide point closure to retain access to businesses but remove through traffic.	
12. St James's Street / Bristol Road / St George's Rd / Chesham Street / Rock Street	Upper Rock Gardens to Eastern Road		Single traffic lanes in each direction. Parking on both sides at western end of the route and one side in centre. Retail frontages at intervals along route.	Introduce point closures to restrict through traffic and provide an alternative cycle route to Eastem Road. Complement with removal of parking (see walking measures).	Need to retain parking for blue badge holders. Removal of residential parking more challenging where no alternative provision.
13. St James's Street	Old Steine to Upper Rock Gardens	0.5	One-way street with high pedestrian footfall from shops and cafes. Parking and loading bays. Issues with cycling in wrong direction. Major bus route.	Option to shut St James's Street to through traffic. Reduction in volumes and buses will allow two-way cycling and additional space for pedestrians (see walking measures).	Traffic access will still be required to reach residential streets north and south of St James's Street.  Alternative routes for buses and stop locations will need to be addressed, including the accessibility of these.
14. Sackville Road	Old Shoreham Road and Kingsway	1.5	Bus route with parking on either side.	Reduce speed limit to 20mph. Remove parking to allow a cycle lane on either side of carriageway.	Junctions with Old Shoreham Road and Portland Road present design challenges with width constraints at the latter. Retention of parking for blue badge holders would need to be considered.
15. Old Shoreham Road	Western boundary to Hangleton Road	1.4	Dual carriageway with 40mph speed limit west from Trafalgar Road. Bus route.	Remove one lane on either side and make this a cycle lane using light segregation. Reduce speed limit to 30mph.	Further consideration required at junctions of Carlton Terrace and A293.  Multi-lane junctions provide constraints to introducing a temporary facility and will need to be considered in the design of any scheme.  There would be a need to coordinate with West Sussex County Council (WSCC) in order to provide a joined-up route extending into Adur & Worthing; however,

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
					it is noted that WSCC are developing proposals for this route.
16. Old Shoreham Road	Dyke Road to New England Road	0.4	Wide traffic lanes and parking as far as Stanford Road with narrow single carriageway section to New England Road.	Extend facility using light segregation east of Dyke Road to New England Road. Owing to the narrow width, the section east of Prestonville Road would require traffic to be removed in one direction. If the cycle facility is extended, could consider left turn ban to Dyke Road to allow continuation of cycle facility.	Width east of Stanford Road would prevent introduction of cycle facility without removal of traffic in one direction. Steep gradient on eastern section may constrain potential use.
17. Chatham Place / New England Road	Seven Dials to Old Shoreham Road	0.3	Single traffic lanes, wider at Seven Dials end.	Provide southbound (uphill) cycle facility. Alternative would be to remove traffic in one direction and divert via Old Shoreham Road to provide two-way cycle facility.	Width of New England Road section would prevent introduction of cycle facility without removal of traffic lane.  If southbound-only facility provided, a consistent width would not be possible for full length because of width at eastern section.  Steep gradient may constrain potential use.
18. New England Road and Viaduct Road	Viaduct Road	0.3	One-way dual carriageway.	Remove lane of traffic on north side of carriageway to create a cycle lane.	Need to consider tie-in with Ditchling Road junction.
18. New England Road and Viaduct Road	New England Road between Preston Circus and Old Shoreham Road	0.3	Advisory cycle lane in middle of carriageway providing NCN connection from Campbell Road to Elder Place.	Scope for 2m cycle lane on either side of carriageway in eastern section by removing lanes.	Constrained width through railway bridges.
19. A259 Kingsway	Wharf Road to Boundary Road	0.8	Dual carriageway or wide single lanes. Bus route.	Reconfiguration of carriageway to accommodate cycle provision, removing parking in places to achieve this.	Bus stops would need to be accommodated.
20. A259 Wellington Road	Boundary Road to Church Road	0.5	Single lane carriageway in each direction with narrow footway on each side. Some property boundaries very close to edge of the narrow footways.	There is minimal potential for a cycle facility without major intervention; therefore, the only option for a temporary segregated cycle facility would be to remove traffic in one direction.	Highway boundary very constrained. Likely to require some land take to accommodate any high standard cycle provision.

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
21. Neville Road	Old Shoreham Road to Woodland Drive	0.6	Wide road with parking on either side; however, hatching and central refuges along road reduce the effective width. Bus route.	Extend cycle lane along Neville Road towards Old Shoreham Road. This could be achieved by removing the central hatching and some parking.	Constrained widths.  More significant work required to remove buildouts and central refuges.  Neville Avenue roundabout would be difficult to address through short term scheme.
22. Church Road	Sackville Road to Palmeria Road	1	Key bus route with wide carriageways. Retail, café and restaurant frontages with kerbside activity.	Ensure loading only occurs outside of peak times. Create cycle lanes on either side of carriageway. Complement with removing parking to extend footways to enable social distancing (see walking measures).	Loading activity at kerb side would need to be managed and enforced.
23. Dyke Road	Old Shoreham Road to Seven Dials	0.3	Single traffic lanes with advisory cycle lanes on each side. Inset parking on inside of cycle lane. Active frontage and kerbside activity. Bus route.	Remove parking and buildouts to widen cycle facility and provide light segregation. Consider left turn vehicle ban into Old Shoreham Road with filtered permeability in intervening streets.	Width constraints with some pinch points, even if parking removed.  Bus route with need to accommodate stops, kerbside activity and disabled parking.
23. Dyke Road	Seven Dials to North Street	0.8	Narrower northern section with wider southern section used for bus layover. Bus route.	Removal of traffic in one direction would be necessary to provide a pedestrian or cycle facility.  Option for filtered permeability via Clifton Hill to Seven Dials but less direct.	Width constraints.
24. A23	Stanford Avenue to Mill Road	3.8	Unsegregated cycle lanes in both directions. Generally on carriageway with some onfootway sections north of Preston Park with constrained widths.  Major bus route.	Introduce light segregation where widths allow. Introduce cycle lane in one southbound traffic lane south of Preston Drove.	Some pinch points which will be hard to address through temporary measures. Bus stops would need to be retained and may be necessary to suspend stop north of Preston Park if on-carriageway cycle facility to be provided.

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
25. A23 Stanford Avenue	Stanford Avenue and Beaconsfield Road	0.2	Wide 3 lane one-way carriageway. Bus route.	Remove lane on northern side and replace with cycle facility. This would preferably be two-way subject to providing a suitable form of segregation for cyclists going against traffic and providing a tie in at Preston Park Avenue.	The design of the tie-in at either end would need to be carefully considered and may require reducing or removing some movements from the junctions with Preston Park Avenue and Beaconsfield Road.  Bus stop would need to be relocated.
25 A23 Beaconsfield Road	Stanford Avenue to Preston Circus	0.5	Dual carriageway, one-way with parking and some businesses / kerb side activity. Bus route.	Remove traffic lane to create cycle lane. Complement with removing parking in places to widen footway.	Retention of parking for blue-badge holders. Relocation of bus stops. Tie in with junction at Preston Circus.
26. Ditchling Road	Union Road to Viaduct Road	0.1	Two lanes southbound with one lane northbound.	Creation of two-way cycle facility would only be possible if one southbound lane removed.	Steep incline.  Junction with Viaduct Road would require more significant intervention than would be possible for a temporary measure.
26. Ditchling Road	Viaduct Road to Princes Crescent	0.3	Single traffic lanes in each direction. Bus route.	Creation of two-way cycle facility would only be possible if traffic removed in one direction.	Steep incline may constrain potential use. Interaction with bus stops would need to be addressed.
26. Ditchling Road	Princes Crescent to Woodbourne Avenue	2.5	Single traffic lanes in each direction. Residential parking on both sides with some kerbside activity and loading. Bus route.	Create cycle lanes in each direction by removing parking.	Need to consider whether residential parking could be displaced elsewhere. Interaction with bus stops would need to be addressed.
27. Upper Lewes Road		0.8	Single lane carriageway. Narrow carriageway widths in parts. 20mph speed limit. Connector route but mostly residential.	Remove parking to provide cycle lanes. Scope for filtered permeability to remove either north or southbound traffic to address pinch point at eastern end.	Very narrow widths mean traffic would need to be removed in at least one direction.
28. Lewes Road	Bear Road to Union Road	0.8	Single lanes with loading and parking at kerbside. Advisory cycle lanes. Bus lane at southern end and on Vogue Gyratory.	Cycle facilities made mandatory with light segregation added to effectively prevent loading other than in designated areas. Reallocation of road space where possible.	Road widths and constraints will limit width of cycle facility that is possible. Conflict with buses would remain.

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
29. Richmond Terrace		0.5	Multiple lanes with some sections of parking.	Reallocate carriageway space to pedestrians and /or cyclists to assist with maintaining social distancing as well as provide more continuous route for cyclists from Lewes Road.	Tie in at junctions would need to be considered.
30.Lewes Road	Bear Road to Coldean Lane	2.7	Cycle lanes within bus lane for majority of route with floating bus stops at most stops.	Introduce light segregation where widths allow.	Width of bus lane likely to mean that segregation is not possible in all sections without more substantial interventions. It would be difficult to address junctions through temporary schemes, although some such as at Coldean Lane could be improved by introducing some light segregation.
30.Lewes Road	Coldean Lane to University of Sussex	0.5	One lane of traffic in each direction and a bus lane. Shared cycle path on north side with southbound cycle lane on south side.	Remove bus lane on eastbound carriageway to create a wide cycle lane with light segregation from traffic.	Need to consider junction at Stoney Mere Way. Continuation north on A27 slip lane (before re-joining footway) would require safety assessment and agreement from Highways England.
31. Elm Grove	Lewes Road to Queens Park Road	0.8	Single lanes in each direction with residential parking on both sides.	Scope to remove parking bays on street to create 2m cycle lane in both directions or as a minimum in the uphill direction.	Re-provision of residential parking would need to be considered, particularly if this is displaced to the footway without adequate enforcement.
32. Queen's Park Road / Egrement Place		1.4	Bus route with parking on one side in southern and central sections and both to the north.	Removal of parking to create segregated cycle facility.	Narrower section north of Egremont Place.
33. Eastern Road	Pavilion Parade to Freshfield Road	0.8	Dual carriageway with inside bus and cycle lanes.	Introduce light segregation where widths allow.	Interaction with buses.
33. Eastern Road	Freshfield Road to Arundel Road	1.4	Single carriageway. Narrow in central section with parking on either side at eastern end.	It would only be possible to introduce a cycle facility in the central section by removing traffic in one direction.	Width. Major bus route. Emergency access to the hospital.
34. North Street		0.5	Restricted access for buses and taxis with general traffic	Introduce point-closure for all traffic to provide cycle friendly street and space to	Re-routing of buses and associated impacts would need to be considered, particularly if capacity reduced elsewhere.

Route	Section	Section length (km)	Existing conditions	Potential temporary measures	Key constraints
			also able to enter from side roads. Major bus route. High pedestrian footfall with active frontage.	widen footways to accommodate queuing at shops (see walking measures).	
35. Queens Road	Clock Tower junction to Brighton Station	0.5	Main route to / from Brighton Station to seafront. High pedestrian footfall with active frontage. Major bus route. Narrow footways in places.	Northbound buses and cyclists only on Queens Road. Extend footway on east side of carriageway by removing the southbound lane on Queens Road to allow for social distancing (see walking measures).	Re-routing of buses would need to be considered.
36. Terminus Road / Buckingham Place		0.6	Single traffic lanes on Terminus Road, with road widening at Buckingham Road end. Major bus route.	Narrow lanes Buckingham Road to introduce cycle facility. Southern section would require closure of one traffic lane on Terminus Road. Alternative would be filtered permeability for Buckingham Road area.	Bus route. Steep gradient.
37. Western Road	Montpelier Road to Churchill Square	0.5	Restricted access, cycles share with buses and taxis east of Montpelier Road	Removal of loading (or timed restrictions) and rationalisation of bus stops in conjunction with walking measures.	
37. Westem Road	Palmeira Square to Montpelier Road	0.7	Major bus route. Generally wide lanes with some loading.	Provide on-carriageway cycle facility, installing light segregation where possible; however, opportunities for this are likely to be constrained by junctions and access to bus stops.	Limited opportunity to widen footways and provide marked cycle facilities. Bus stops are a key conflict point. Width constraints in places, including at bus stops. Need to maintain loading.



# 5 Identification of Potential Walking Network and Measures

This chapter identifies the routes to be considered further for temporary walking measures and the types of scheme that could be introduced on these streets.

## 5.1 Network development

Pedestrian routes have been identified for assessment by following the process outlined in Section 3.1. There is some overlap between these measures and the cycling interventions considered in the previous chapter.

### Routes identified for progression in Action Plan

- 1. Madeira Drive closure (already implemented)
- 2. St James's Street
- Sydney Street and Gardner Street extension of closure to weekdays
- 4. The Lanes / Old Town
- 5a. Western Road (Churchill Square to Montpelier Road) increase pedestrian space, including relocation or rationalisation of bus stops

In addition, the following were identified for progression within the council's submission to the DfT for Tranche 1 Emergency Active Travel funding:

- 6. Church Road
- 7. London Road
- 8. Queens Road / West Street

### Routes considered but not progressed in Action Plan

- 9. Boundary Road closure
- 10. New Church Road closure
- 11. Portland Road traffic restrictions
- 12. Richardson Road traffic restrictions
- 13. St George's Road traffic restrictions

#### Additional routes considered

Table 5.1 provides a summary of the additional routes considered and the rationale for including these. As noted in Section 3.1, this focuses on Core Walking Zones which are clusters of trip generators, such as shopping areas. They have been used to assist in identifying additional locations that may require temporary walking measures.

Table 5.1: Summary of additional walking routes assessed

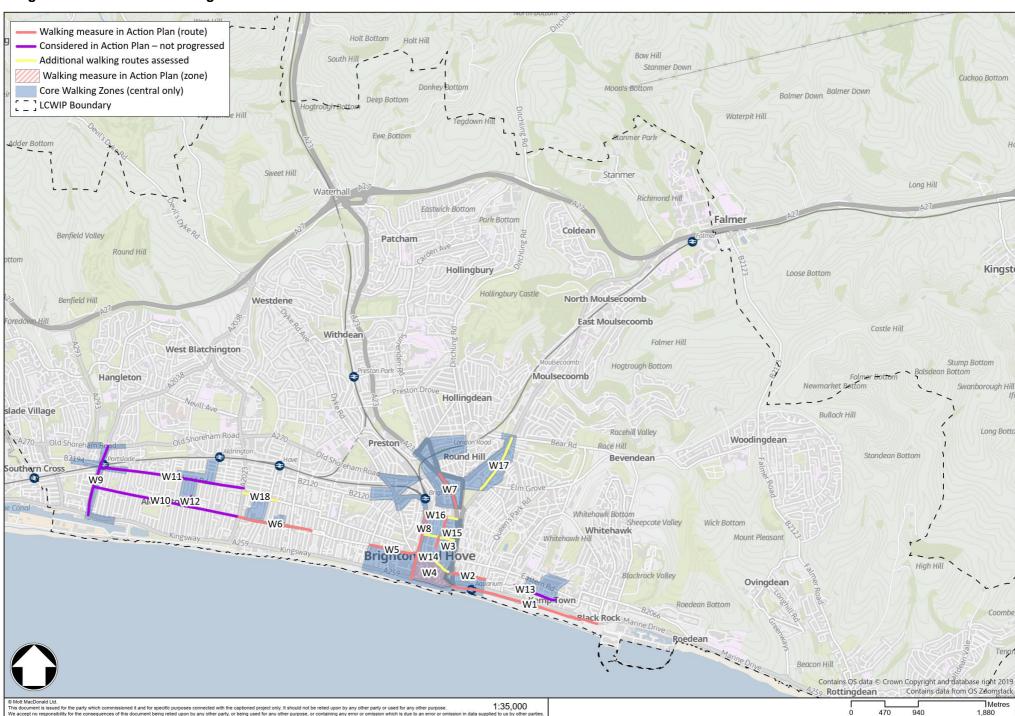
Route	Rationale
5b. Western Road	Retail area within Core Walking Zone considered in emerging LCWIP.
14. North Street	Retail area within Core Walking Zone considered in emerging LCWIP.
15. North Road	Retail area within Core Walking Zone considered in emerging LCWIP.

Route	Rationale
16. Trafalgar Street	Retail area within Core Walking Zone considered in emerging LCWIP.
17. Lewes Road (Elm Grove to Bear Road)	Retail area within Core Walking Zone considered in emerging LCWIP.
18. Blatchington Road	Retail area within Core Walking Zone considered in emerging LCWIP.

As with cycling, the Valley Gardens area provides a key north-south and east-west link for pedestrians. Owing to ongoing works in this area, it has not been considered further at this stage for temporary measures. However, there would be sufficient carriageway capacity to widen footways on a temporary basis in the Old Steine area.

Figure 5.1 provides an overview of those areas assessed for temporary walking measures. This also includes the draft Core Walking Zones from work currently in progress on the full LCWIP but only those covering the central parts of the city.

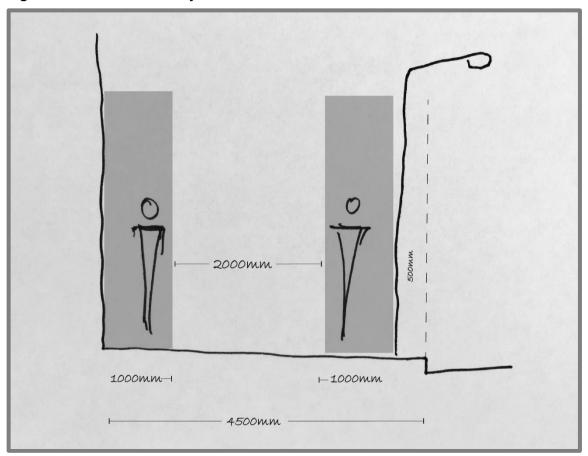
Figure 5.1: Location of walking measures for assessment



# 5.2 Types of measure to consider

The main temporary walking measure considered is the widening of footways, either using space from wide traffic lanes or by removing parking. Based on social distancing guidelines in place at the time of writing (2m), it is a reasonable assumption that 4.5m would be required on footways without active frontage and up to 7m on footways where queuing is required as shown in Figures 5.2 and 5.3. This has therefore been used for the basis of understanding the extent of reduction in traffic lane width or parking that may be necessary. These assumptions could be reviewed were the government to reduce its guideline social distancing widths to a level applied in many other countries. This was under review at the time of writing; however, even at 1m, widening in many areas would be required to accommodate queuing.

Figure 5.2: Indicative footway widths - residential street



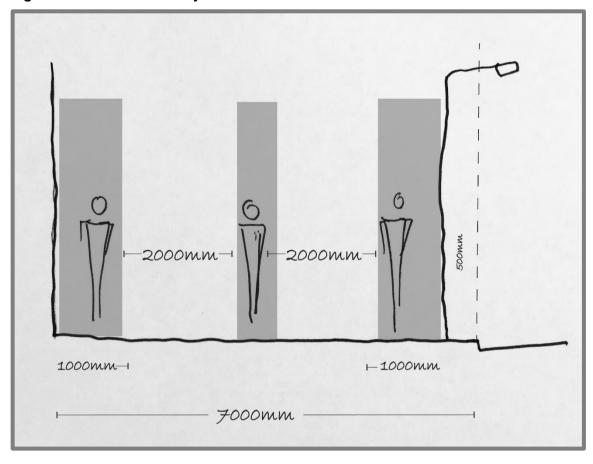


Figure 5.3: Indicative footway widths – retail street

On some retail streets, such as Blatchington Road and Church Road, a small reduction from the 7m would be necessary if two-way traffic is to be maintained. In other locations this would not be possible, and the street would need to be closed to traffic in at least one direction.

Alongside these measures, the localised management of street furniture and the placement of tables and chairs through the street licensing process would be required. This will be particularly necessary as cafes and restaurants reopen.

The approach required to enable social distancing in residential streets will need to be different. Footways are unlikely to reach 4m width in most residential streets; however, footway widening will require the loss of significant amounts (if not all) on-street parking, which is not considered viable.

The only alternative is to better accommodate pedestrians who choose to walk in the carriageway. That means reducing traffic numbers to such an extent that the threat of passing traffic largely disappears.

This can be achieved through filtered permeability, introduced in the previous chapter regarding cycling. This involves the creation of 'cells' whereby all 'rat runs' or viable through routes for residential access streets are removed through the careful location of road closures. An illustration of how this could work is shown in Figure 5.4.

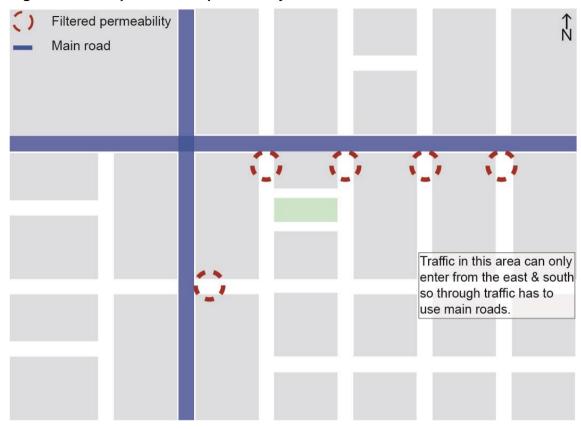


Figure 5.4: Example of filtered permeability scheme

Initially this could be achieved by locating planters or similar in the street at appropriate points. This is the approach taken on Madeira Drive, shown in Figure 5.5. In the medium to longer term, subject to consultation, these closures on residential streets could be made permanent, similar to the example shown in Figure 5.6.

School streets could follow a similar approach but also be timed to school opening and closing periods or restricted to certain streets outside schools only.

Locations for filtered permeability and school streets have not been identified at this stage as further work would be needed on the suitability of these. This would also need to consider whether they could form part of strategic routes within the emerging LCWIP (as opposed to standalone neighbourhood schemes) or whether they could be complementary schemes to wider LCWIP measures. For example, it is considered that there is potential for filtered permeability schemes to be introduced around Core Walking Zones, for example streets adjoining the Boundary Road / New Church Road / Portland Road area, Seven Dials and Kemptown. This list is not exhaustive nor is it intended to predetermine the suitability of such interventions on all streets in these areas.

Figure 5.5: Example of temporary closure (Madeira Drive)



Figure 5.6: Example of permanent closure (Richmond Road, Brighton)



## 5.3 Summary of schemes for assessment

Table 5.2 provides a summary of each route and the suggested measures that have been used as the basis for assessment. It also notes key constraints or design issues that will need to be addressed were these to be progressed further.

As with the cycling measures, the assessment of these measures within this Interim LCWIP provides a high-level overview of the feasibility only and further design work and road safety assessment would be required prior to implementation. Similarly, value for money is based on an assumption of whether measures are likely to be high or low cast and further costing and identification of funding would be required before these can be progressed.

## 5.4 Summary

This chapter has introduced the walking routes and identified what measures would be likely to be required for temporary measures to be introduced on these streets.

Table 5.2: Summary of potential walking measures

Route	Section	Existing conditions	Potential measures	Key constraints
Madeira Drive     (Scheme already implemented)		Road has been closed to through traffic by placing planters at entrance to the road		Provision of disabled parking.
2. St James's Street	Old Steine to Upper Rock Gardens	One-way street with high pedestrian footfall from shops and cafes. Parking and loading bays. Major bus route.	Option to close St James's Street to through traffic. Reduction in volumes and buses will allow additional space for pedestrians and two-way cycling (see cycling measures).	Option to introduce a bus gate would be unlikely to solve the problem as access for other vehicles is already restricted through left turn ban from the A23. Access for general traffic is possible via North Street however, restrictions mean this is light. Bus movements would limit opportunities to widen footways or for pedestrians to use the carriageway which would be possible if traffic is restricted to essential access only.  Traffic access will still be required to reach residentia streets north and south of St James's Street.  Alternative routes for buses and stop locations will need to be addressed, including the accessibility of these, including the well-used Morrison's bus stop. Delivery and servicing access would need to be maintained.
3. Sydney Street and Gardner Street		Narrow street with active frontage and on-street displays. Currently closed to traffic at weekends.	Extend weekend closures to weekdays.	
4. The Lanes / Old Town		Narrow streets and footways with some onstreet parking.  Some restriction on through traffic through point closure at Ship Street and weekend closure of East Street.	Further extend access restrictions and remove parking.	
5a. Western Road	Churchill Square to	Major bus route.	Removal of loading (or timed restrictions) and rationalisation of bus stops.	Need to maintain bus route and stop capacity. Pinch points.

Route	Section	Existing conditions	Potential measures	Key constraints
	Montpelier Road	Restricted access, cycles share with buses and taxis.		Local access traffic maintained westbound.
5b. Western Road	Palmeira Square to Montpelier Road	Major bus route. Generally wide lanes with some loading.	Widen footways by reducing carriageway space.	In order to maintain two-way bus access, reduction from 7m pedestrian space will be required in some areas.  Will limit opportunities to provide a facility for cyclist
6. Church Road	Sackville Road to Palmeira Square	Key bus route with wide carriageways. Retail frontage with kerbside activity.	Ensure loading only occurs outside of peak times. Removing parking to extend footways to enable social distancing. Complement with cycle facilities (see cycling measures).	Loading activity at kerb side would need to be managed and enforced.
7. London Road	Cheapside to Preston Circus		Extension of footways by removing parking and relocating bus stops.	Major bus route with stops in high demand. Need to accommodate loading.
8. Queen's Road / West Street		Main route to / from Brighton Station to seafront. High pedestrian footfall with active frontage. Major bus route. Narrow footways in places making social distancing difficult.	Southbound buses and cyclists only on Queens Road. Extend footway on east side of carriageway by removing the northbound lane on Queens Road to allow for social distancing.	Re-routing of buses would need to be considered.
9. Boundary Road	Halyburton Road to New Church Road	Two-way traffic and bus route with active frontage and high demand for loading.	Could create additional space for pedestrians by removing car parking.  An alternative could be to consider point-closure, retaining access for buses.	Localised pinch-points, including pedestrian crossings and bus stops.
10. New Church Road		Wide carriageway with parking on either side. Bus route.	Remove some parking on either side of road to provide cycle lanes in each direction. Replace parking on outside of cycle lane where widths allow.	Bus stops will need to be addressed.  Cycle facility will need to be diverted around buildouts if located at the kerb-side.
11. Portland Road		Wide carriageway with parking and loading on either side. Shopping area and bus route.	Remove parking on either side of road to provide extended pedestrian space. Reduce speed limit to 20mph.	Need to maintain loading.

Route Section		Existing conditions	Potential measures	Key constraints				
			Remove right hand turning lanes and central hatchings in places to provide increased space for cyclists (see cycling measures).					
12. Richardson Road		Local shopping street with parking on either side.	Provide point closure to retain access to businesses but remove through traffic.					
13. St James's St / Bristol Road / St George's Road / Chesham Road / Rock Street	From Upper Rock Gardens to Eastern Road	Single traffic lanes in each direction.  Parking on both sides at western end of the route and one side in centre.  Retail frontages at intervals along route.	Introduce point closures to restrict through traffic and provide an alternative cycle route to Eastern Road (see cycling measures) as well as traffic calmed streets.  Complement with removal of parking.	Need to retain parking for blue badge holders. Removal of residential parking more challenging where no alternative provision.				
14. North Street		Restricted access for buses and taxis with general traffic also able to enter from side roads.  Major bus route.  High pedestrian footfall with active frontage.	Introduce point-closure for all traffic to provide cycle friendly street (see cycling measures) and space to widen footways to accommodate queuing at shops.	Re-routing of buses and associated impacts would need to be considered, particularly if capacity reduced elsewhere.				
15. North Road		Western section is two way with wide traffic and filter lanes. Narrows east of Spring Street with some parking before widening on approach to A23 junction.	In order to maintain some traffic circulation through the North Laine, it has been assumed that this road would be kept open with widening of footways at either end where this is possible. There would be a case for restricting movement completely; however, were Queens Road to be closed, an exit point would need to be identified. It is also noted that key pedestrian movements in the central area are north-south.	Width.				
16. Trafalgar Street		Narrow carriageway and footways, reducing further in one-way section at eastern end.	Were footways to be widened to the widths identified, traffic would need to be removed in both directions.	Width.				
17. Lewes Road	Bear Road to Union Road	Single lanes with loading and parking at kerbside. Advisory cycle lanes.	Extend footways into parking areas.	Road widths and constraints will limit extension of footways possible without encroaching on cycle facility.  Some bus stops would need to be maintained.				

Route	oute Section Existing conditions		Potential measures	Key constraints				
		Bus lane at southern end and on Vogue Gyratory.						
18. Blatchington Road		Retail street with car parking on both sides.	Remove / relocate parking to create extended footways. Space would be available for a cycle lane or retention of some parking.	Width means a slight departure from the guideline widths would be necessary to maintain two-way traffic.				



# 6 High-level Assessment

This chapter provides a high-level assessment of each of the measures identified for cycling in Chapter 4 and walking in Chapter 5. It then provides an overall summary for each route, combining the assessment for cycling and walking for each street where applicable.

#### 6.1 Assessment

Tables 6.1 and 6.2 on the following pages provide the assessment for cycling and walking respectively. These use the assessment criteria introduced in Chapter 3.

In addition, a summary of the overall category assigned to each street is provided in Figure 6.1. The overall score is indicative of the feasibility and need for a particular measure based on a review of the other assessment criteria. As noted previously, some criteria will have a greater influence on the feasibility of a route than others. These include:

- Available width within the carriageway, without the need for significant infrastructure works.
- The need to close major bus routes.
- The removal of large stretches of residential parking where there is no alternative provision (the removal of some residential parking or parking at destinations is considered more feasible).

The rationale for the overall categorisation of each route is summarised in Section 6.3 and is based on consideration of the following:

- Green has been assigned to routes which have a strong strategic case and would be expected
  to be feasible. There may be some design issues to overcome; however, it is expected these
  could be managed. There may be TRO requirements but these could be mitigated, such as
  relocating parking into a carriageway lane rather than removing it completely.
- Amber has been assigned to routes which have a good strategic fit; however, have more
  challenging issues to overcome. This may affect their deliverability which will need to be
  addressed in the design of schemes. If these issues cannot be addressed, the quality of the
  scheme may be compromised.
- Red has been assigned to routes which would have a major challenge to implementation, for example the removal of traffic in at least one direction on a major route. This is not necessarily a reason for not progressing an option and indeed the removal of traffic is consistent with DfT guidance. However, these measures are likely to be significantly harder to implement and the displacement of traffic would need to be considered. In addition, the potential demand for temporary measures has also been considered. If this has the potential to be high, the impacts may be justified; however, if low, for example as the road is on a steep gradient, there is likely to be less justification.

# 6.2 Equalities implications

A number of routes have been assessed as amber when considering the impact on groups with protected characteristics under the Equality Act 2010. This is generally resulting from the loss of disabled parking or relocation of bus stops. These issues are not considered to be insurmountable at this stage of high-level assessment; however, these will need to be reviewed further as schemes progress and it is recommended that alternative provision be considered as part of the design of all schemes.

Table 6.1: Cycling temporary measures assessment

Route	Section	Strategic fit	Expected demand	Connection to wider network	Available width	Interaction with junctions	Impact on buses	Impact on pedestrians	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Legislative requirements	Value for money	Overall assessment
1. Madeira Drive closure (already implemented)		G	G	G	G	G	G	G	А	А	G	А	А	G	G
2. A270 Old Shoreham Road	The Drive to Hangleton Road (already implemented)	G	G	G	G	R	A	G	G	G	A	G	G	A	Α
3. A259 Marine Parade	Old Steine to Lewes Crescent	G	G	G	G	А	А	А	Α	Α	G	А	Α	A	G
4a. A23	Argyle Road to Dyke Road Drive	G	G	G	G	А	Α	G	G	А	Α	G	G	A	G
4b. A23	London Road to Dyke Road Drive	G	G	G	G	А	Α	G	G	А	Α	G	G	А	G
5a. A259	Madeira Drive to Fourth Avenue	G	G	G	G	А	Α	G	А	Α	Α	А	A	Α	Α
5b. A259	Fourth Avenue to Wharf Road	G	G	G	G	А	Α	G	А	Α	Α	Α	Α	Α	Α
6. Basin Road South		G	G	G	G	G	G	G	G	G	G	G	G	G	G

Route	Section	Strategic fit	Expected demand	Connection to wider network	Available width	Interaction with junctions	Impact on buses	Impact on pedestrians	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Legislative requirements	Value for money	Overall assessment
7. A23	Valley Gardens to Cheapside	G	G	G	G	Α	G	G	G	G	Α	G	G	G	G
8. Boundary Road	Old Shoreham Road to New Church Road	G	G	G	А	А	А	G	А	R	А	G	G	G	A
8. Boundary Road	New Church Road to A259	G	G	А	Α	Α	А	G	R	А	G	G	R	А	Α
9. New Church Road		G	G	A	G	Α	Α	G	А	G	G	G	А	Α	Α
10. Portland Road		G	G	A	Α	Α	Α	G	R	А	G	G	R	А	Α
11. Richardson Road		R	А	Α	Α	G	G	G	А	Α	G	G	R	G	Α
12.St George's Road		G	G	A	Α	Α	Α	G	А	Α	G	G	R	G	Α
13. St James's Street		G	G	А	Α	Α	R	G	R	А	G	А	R	G	R
14. Sackville Road		G	G	G	А	Α	Α	G	A	Α	G	G	R	А	Α
15. A270 Old Shoreham Road	Hangleton Road to West Sussex	G	G	A	G	R	А	G	A	Α	A	G	G	A	Α
16. A270 Old Shoreham Road	Dyke Road to New England Road	G	A	G	R	R	G	G	А	Α	R	G	R	А	R

Route	Section	Strategic fit	Expected demand	Connection to wider network	Available width	Interaction with junctions	Impact on buses	Impact on pedestrians	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Legislative requirements	Value for money	Overall assessment
17.Chatham Place		G	А	А	R	А	G	G	А	G	G	G	G	А	Α
18. A270 Preston Circus	New England Road	G	G	G	А	R	G	G	G	G	А	G	G	А	Α
18. A270 Preston Circus	Viaduct Road	G	G	A	G	А	G	G	G	G	A	G	G	A	Α
19. A259	Hove Lagoon to Boundary Road	G	G	A	G	A	Α	G	R	А	Α	G	R	А	Α
20. A259	Boundary Road to western boundary	G	G	A	R	A	A	G	G	G	R	G	R	R	R
21. Nevill Road	Old Shoreham Road to Woodland Drive	G	G	G	R	R	A	G	R	A	G	G	R	R	R
22. Church Road	Sackville Road to Palmeira Square	G	G	А	G	А	R	G	А	Α	G	G	A	A	Α
23. Dyke Road	Churchill Square to Seven Dials	G	G	А	Α	Α	Α	G	А	Α	R	G	R	А	R
23. Dyke Road	Seven Dials to Old Shoreham Road	G	G	G	А	Α	Α	G	А	Α	G	G	G	А	Α

Route	Section	Strategic fit	Expected demand	Connection to wider network	Available width	Interaction with junctions	Impact on buses	Impact on pedestrians	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Legislative requirements	Value for money	Overall assessment
23. Dyke Road	Old Shoreham Road to Dyke Road Drive	G	G	G	А	А	А	G	R	А	G	G	R	А	A
23. Dyke Road	Old Shoreham Road to A27	G	G	А	Α	R	А	G	А	G	G	G	G	А	A
24. A23	Stanford Avenue to Mill Road	G	G	G	Α	Α	R	G	G	G	А	G	G	А	A
25. A23	Stanford Avenue	G	G	G	G	А	А	G	G	G	G	A	G	Α	A
25. A23	Beaconsfield Road	G	G	А	G	А	А	G	А	А	Α	А	Α	А	A
26. Ditchling Road	Union Road to Viaduct Road	G	А	А	R	R	R	G	G	G	R	А	R	А	R
26. Ditchling Road	Viaduct Road to Princes Crescent	G	A	Α	R	А	R	G	G	А	R	А	R	А	R
26. Ditchling Road	Princes Crescent to Woodbourne Avenue	G	A	Α	A	A	A	G	R	А	G	G	R	A	A
27. A270 Upper Lewes Road		G	G	G	R	G	G	G	R	G	R	G	R	А	R
28. A270 Lewes Road	Union Road to Bear Road	G	G	G	А	R	А	G	А	А	G	А	G	А	A

Route	Section	Strategic fit	Expected demand	Connection to wider network	Available width	Interaction with junctions	Impact on buses	Impact on pedestrians	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Legislative requirements	Value for money	Overall assessment
29. A270 Richmond Terrace		G	A	G	G	A	G	G	G	G	A	G	G	A	A
30. A270 Lewes Road	Bear Road to Coldean lane	G	G	G	A	G	G	G	G	G	G	G	G	А	A
30. A270 Lewes Road	Coldean lane to Stoney Mere Way	G	G	G	R	A	R	G	G	G	А	G	G	А	Α
30. A270 Lewes Road	Stoney Mere Way to University of Sussex	G	G	G	R	A	R	G	G	G	А	G	R	А	R
31. Elm Grove		G	A	G	A	Α	Α	G	R	G	G	G	R	A	Α
32. Queens Park Road		G	А	Α	А	Α	А	G	R	G	G	G	R	А	R
33. Edward Street and Eastern Road	Pavilion Parade to Freshfield Road	G	G	Α	G	A	A	G	G	G	G	G	G	Α	Α
33. Edward Street and Eastern Road	Freshfield Road to Arundel Road	G	G	Α	R	A	Α	G	R	A	Α	G	R	A	R
34.North Street		G	G	Α	G	А	R	G	G	А	Α	Α	R	Α	R
35. West Street / Queen's Road		G	G	Α	А	А	R	G	G	А	А	Α	R	А	R

Route	Section	Strategic fit	Expected demand	Connection to wider network	Available width	Interaction with junctions	Impact on buses	Impact on pedestrians	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Legislative requirements	Value for money	Overall assessment
36.Terminus Road		G	А	А	А	G	R	G	G	G	A	G	R	А	R
37. Western Road	Montpelier Road to Churchill Square	G	G	A	А	Α	A	G	G	А	G	A	G	A	A
37. Western Road	Palmeira Square to Churchill Square	G	G	A	Α	Α	A	G	G	A	Α	A	G	А	A

Table 6.2: Walking measures assessment

Route	Section	Strategic fit	Expected demand	Available width	Impact on buses	Impact on cyclists	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Security implications	Legislative requirements	Value for money	Overall assessment	
Madeira Drive     (Scheme already implemented)		G	G	G	G	G	A	А	G	A	G	A	G	G	

Route	Section	Strategic fit	Expected demand	Available width	Impact on buses	Impact on cyclists	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Security implications	Legislative requirements	Value for money	Overall assessment
2. St James's Street	Old Steine to Upper Rock Gardens	G	G	A	R	G	R	А	G	A	А	R	G	R
3. Sydney Street and Gardner Street		G	G	A	G	G	A	А	A	G	G	R	G	G
4. The Lanes / Old Town		G	G	G	G	G	А	Α	G	А	G	R	G	G
5a. Westem Road	Churchill Square to Montpelier Road	G	G	G	R	G	G	А	A	А	G	G	А	A
5b. Westem Road	Palmeira Square to Montpelier Road	G	G	G	R	A	G	А	A	Α	Α	G	А	A
6. Church Road	Sackville Road to Palmeira Square	G	G	G	A	G	R	A	G	G	A	G	G	A
7. London Road	Cheapside to Preston Circus	G	G	G	A	G	A	A	G	А	A	G	А	A
8. Queen's Road / West Street		G	G	А	R	G	G	G	А	А	А	R	А	R

Route	Section	Strategic fit	Expected demand	Available width	Impact on buses	Impact on cyclists	Impacts on parking	Impacts on loading	Impacts on traffic flow	Equality implications	Security implications	Legislative requirements	Value for money	Overall assessment
9. Boundary Road	Halyburton Road to New Church Road	G	G	A	Α	G	R	R	G	G	G	G	G	A
10. New Church Road		R	А	G	R	G	A	G	А	G	G	G	G	Α
11. Portland Road		G	G	Α	А	G	R	А	Α	G	G	G	G	Α
12. Richardson Road		А	А	А	G	G	A	А	Α	G	G	R	G	Α
13. St George's Road	From Upper Rock Gardens to Eastern Road	G	G	А	А	G	Α	A	Α	G	G	R	G	Α
14. North Street		G	G	А	R	G	G	А	G	А	А	R	G	R
15. North Road		G	G	R	А	G	A	Α	G	G	A	G	А	Α
16. Trafalgar Street		G	G	А	Α	G	Α	А	R	А	Α	R	А	R
17. Lewes Road	Bear Road to Union Road	G	G	А	Α	Α	Α	Α	G	А	A	G	G	A
18. Blatchington Road		G	G	А	А	G	R	А	G	А	А	А	А	A

335

1.340

1:25,000

78

#### 6.3 Assessment overview and recommendations

The following provides a summary of the assessment and recommendations for each route:

#### **Madeira Drive**

The temporary road closure has already been implemented and is providing a wide area for pedestrians and cyclists as both a through route and to allow socially distanced leisure use. The scheme has resulted in the removal of significant amounts of parking and continued access to businesses would need to be considered in the longer term. However, the route has been categorised as green overall.

#### Old Shoreham Road

Providing a cycle lane on Old Shoreham Road has been achieved through reducing carriageway capacity for vehicles. There is sufficient width along the length of the route and opportunities to extend the route to the western boundary to link with Adur and Worthing were a similar scheme to be implemented west of the border.

There are constraints along the route which would be difficult to overcome through temporary measures, such as at major junctions. There may also be an impact on traffic capacity through the removal of one lane of traffic on a dual carriageway; however, much of the route operates as wide single lanes and would be expected to have a more limited impact as traffic flows return to normal levels.

The route has a strong strategic fit in connecting to the existing high-quality segregated cycle facility to the east to provide an east-west link. However, width constraints mean this could not be extended west of Prestonville Road without closing the road to traffic in one direction.

Constraints posed by junctions means the section west of The Drive has been given an overall rating of **amber**. The section east of Dyke Road has been classified as **red** as a result of the traffic implications noted above.

**Chatham Place** provides an alternative east-west connection via Dyke Road; however, this would also have width constraints and it is likely a cycle lane could be provided in one direction only. This could be provided uphill on the basis this is where cyclists would be most vulnerable to overtaking vehicles. However, the width would not be able to be maintained for the full extent of the route, meaning it has been categorised as **amber**.

#### **A259 Marine Parade**

Marine Parade provides substantial opportunity to reallocate space to cyclists. The removal of parking and loading bays would be necessary; however, the width of the road means there would be an opportunity to retain much of this and provide replacement bus stops. Although a facility is provided on Madeira Drive, it is considered that the route would have good strategic fit, particularly for commuting cyclists from the east of the city. This is noting that it is not possible for cyclists north of Madeira Drive to access it, or exit, if they wish to leave before they reach the pier.

Given the impacts on traffic and parking are expected to be relatively small, this route has been given an overall assessment of green, although some issues, such as modification of pedestrian crossings will need to be addressed in the design.

Were the alternative option to remove through traffic from St James's Street, including buses, to be progressed, the priority for a facility on Marine Parade would reduce.

#### A259 Madeira Drive to Hove Lagoon

There is a clear strategic need for upgrading this facility as a key east-west route for both commuting and leisure journeys. It is currently at capacity, even without considering the additional need for social distancing. The wide carriageway, particularly to the east of the route makes a westbound cycle facility feasible; however, this would require the removal of either traffic lanes or parking. There are also localised sections which will compromise the quality of the cycle facility in the shorter term, most notably owing to construction works at the shelter hall (West Street junction).

Providing an eastbound facility is more complicated; however, this could continue to be provided in the short term by retaining the promenade cycle lane, the quality of which would be improved by reducing demand from westbound cyclists.

The route has been given an overall assessment of amber.

#### A259 Hove Lagoon to Western Boundary

The section from Wharf Road to Boundary Road provides similar opportunities to reduce parking or the width of traffic lanes to provide a westbound cycle route. However, the greater impact on residential parking may make this section harder to deliver.

The section west of Boundary Road is more constrained in width meaning the introduction of an on-carriageway facility as a temporary measure would not be possible for this section. This could be mitigated by providing improved north-south connections to Old Shoreham Road allowing cyclists to join the seafront route further east.

The route has been given an overall assessment of amber to Boundary Road and red further west.

#### **A23**

The A23 route has a high strategic fit and would provide an upgrade to the current sub-standard NCN route. On **Preston Road**, south of Preston Park, there is an opportunity to remove a traffic lane, noting that the A23 is single file further north. Therefore, this section has been categorised as **green**, although the relocation of bus stops and connection with the existing cycle facility north of Stanford Avenue would need to be addressed, as will gueuing capacity for traffic turning right.

Further north, there would be an opportunity to introduce light segregation to existing on-carriageway facilities; however, addressing pinch-points on the shared section north of Preston Park would require the removal of traffic lanes or the temporary suspension of the bus lane, making them harder to deliver without further design consideration. There is also a need to address a missing link in the on-carriageway cycle route at the junction with Carden Avenue; however, it is likely that this would require a longer term intervention. This section has been categorised as amber.

The need for a route via **Beaconsfield Road** may not be as high a priority if a two-way cycle facility can be implemented on the northbound (Preston Road) arm of the A23 gyratory. For this reason, and the added complications of loading and bus stops, it has been categorised as **amber**. However, longer term, this route could provide a means for residents from this area to connect with the city centre without needing to negotiate traffic to reach Preston Road. As a minimum, it is considered there would be benefit in providing a two-way connection along **Stanford Avenue** to Preston Park and the NCN route. This would utilise the wide carriageway space in this location, although junctions at either end would need to be addressed which may require removing or reducing some traffic movements on a temporary basis, for example at Preston Park Avenue.

### A270 New England Road, Viaduct Road Upper Lewes Road and Lewes Road

**Viaduct Road** provides an opportunity to remove a traffic lane to provide a bi-directional cycle facility, although the need to address junctions at either end means this has been categorised as **amber**.

This would lead into **Upper Lewes Road** where a cycle facility could be introduced for much of the length by removing parking. However, this would not be possible at the western end without removing traffic. For this reason, the route has been classified as **red** on the grounds of deliverability. However, it would fit the DfT's brief for closing major roads to through traffic and, along with Viaduct Road, complete a significant gap in the city's east-west cycle route.

The section of **Lewes Road** between Upper Lewes Road and Coldean Lane has existing oncarriageway cycle facilities. Although some light segregation would be possible, other improvements at junctions and bus stops would be harder to achieve through temporary interventions. This section has been classified as **amber**.

There would be an opportunity to continue the on-carriageway facility using the bus lane between Coldean Lane and Stanmer Park. This is not considered an immediate priority but may need to be reviewed as demand to travel to the universities increases, for which the capacity of the shared path is unlikely to be sufficient. However, it is noted that there is some current demand from those accessing Stanmer Park and travelling further afield. This section has been classified as amber.

The section north of this on the A27 slip road would require further work to tie into or widen the footway. It is also outside of the council's control (being managed by Highways England) and for this reason has been categorised as **red**.

South of Upper Lewes Road, there would be scope to upgrade the existing cycle facilities by making these mandatory, removing loading and parking and introducing light segregation. This section has been classified as amber.

There would also be an opportunity to continue a facility to St Peter's Church along **Richmond Terrace**, which would avoid the need to divert on to the path around the Level. This would be feasible; however, the immediate priority is less clear for a temporary intervention and, as such, it has been classified as **amber**.

#### **Elm Grove**

Elm Grove has a potential strategic fit in the longer term, were there to be a growth in electric bike use; however, the steep hill may restrict numbers of cyclists in the shorter term. There is scope to remove parking bays and create a 2m cycle lane, particularly in the uphill direction; however, it is unclear where this would be displaced to and could increase footway parking and restrict pedestrian space. The junction with Lewes Road would also need further consideration. This route has therefore been categorised as amber.

#### **Queens Park Road**

Queens Park Road would require the removal of a substantial amount of residential parking whilst there are width constraints at the southern end. The immediate demand for a temporary facility is also unclear and, as such, the route has been categorised as **red**.

#### The Lanes / Old Town

The Old Town area would be suitable for further access restrictions and the removal of parking. The introduction of pedestrian priority would also be consistent with likely LCWIP

recommendations for the city centre. Although there would be an option for access for servicing to be based on timed restrictions, access to private car parks would need to be maintained. It is also recommended that measures to restrict traffic access ensure permeability for cyclists.

For the roads within The Old Town, this measure has been rated **green**. The need to restrict access to individual twittens would need to be considered on a case-by-case basis and has not been considered in further detail here.

#### **North Laine**

As with The Old Town, measures to extend current access restrictions would be compatible with longer term interventions that could be recommended through the LCWIP. Therefore, measures on minor roads within the North Laine have been given an overall rating of green.

It is noted that, to maintain social distancing, access restrictions would also be required on **Trafalgar Street** and **North Road**; however, it is unlikely to be viable to close all east-west routes, particularly if access on Queen's Road is also restricted. North Road is considered to have higher crossing movements (as opposed to east-west). Therefore, it is suggested that this be kept open, with the removal of traffic lanes where possible at the eastern and western ends to provide additional footway capacity. On the basis of the measures assessed, North Road has been categorised as **amber** and Trafalgar Street as **red**.

#### Clock Tower Queens Road/North Street (to Brighton Station)

In order to provide social distancing space for pedestrians and a cycle facility, it would be necessary to remove all traffic in at least one direction. This would require bus routes to be rerouted and would therefore be challenging to deliver. It has been assessed as **red** overall because of these issues; however, it should be noted that removing traffic and bus capacity is likely to be necessary in some form.

#### **Boundary Road**

Measures considered for Boundary Road include creating additional space for cyclists and pedestrians by removing car parking. This proposal would also impact on buses and loading but have a high strategic fit and connections to the wider network, including Old Shoreham Road, and complement an extension to the seafront facility. This route has been given an overall assessment of amber.

An alternative would be to consider point-closures of certain sections, retaining access for buses.

#### **New Church Road and Portland Road**

The identified measures include removing parking on either side of the carriageway to make space for a cycle lane in both directions. As with the seaf ront and Old Shoreham Road, these routes provide an east-west connection and have strategic fit. However, it would not necessarily be a priority to implement all of these in the short term with a need to provide routes across the city. It is therefore recommended that either New Church Road or Portland Road be progressed.

New Church Road has greater opportunity to reallocate carriageway space owing to the available width, which would also reduce the impact on parking. There would also be less conflict with loading than there is on Portland Road; however, owing to the interaction with buses on New Church Road, the overall assessment for both streets is amber.

### **Richardson Road**

The closure of Richardson Road for through traffic would be feasible and provide additional space for pedestrians and cyclists to use the carriageway without restricting access to businesses

completely. It would have less strategic fit than some of the other routes considered here as it would not provide an alternative longer distance route. It has been given an overall rating of amber.

However, there would be strong potential for complementary filtered permeability schemes on streets between the railway, Portland Road and New Church Road as per the example provided in Chapter 5.

#### St James Street, St George's Road and Eastern Road

Two-way cycling would only be possible were St James's Street to be shut to buses. It is also noted that this would be the only way that queuing and adequate social distancing could be accommodated in this location.

Access to residential streets either side of St James's Street would still be required which would restrict options for a complete closure. However, the introduction of pedestrian and cycle priority would mitigate this. The impact on buses, and the need to identify alternative stop locations which are accessible to all, means that this scheme would be harder to deliver; therefore, it has been categorised as red. However, it may be necessary to overcome these constraints for the reasons noted above.

East of Rock Gardens, there would be an opportunity to restrict access along St James's Street, Bristol Road, St George's Road and Chesham Road. This would provide a quiet route for cycling and also provide greater opportunities for social distancing measures alongside shops on this route, potentially by introducing localised 'give way to oncoming traffic' sections and / or removal of car parking. It is also noted that bus services on this section are relatively infrequent so the impact of any through traffic restrictions or closures would be reduced. This could also be maintained through introducing a bus gate.

The eastern section is considered to be feasible, although would require some issues to be addressed and has therefore been categorised as **amber**.

#### Sackville Road

Sackville Road provides a north-south route that connects the new temporary cycle lane along Old Shoreham Road to the seafront. The removal of parking along this street could allow for cycle lanes on either side of the carriageway with 'floating' parking on the outside of a cycle lane possible in some locations.

However, there are some pinch points, such as at the junction with Portland Road, and the route has been categorised overall as **amber**.

#### **Neville Road**

Neville Road would provide a connection between the Old Shoreham Road cycle facility and schools, residential and employment areas to the north. Potential measures would be to remove parking and the central hatching to create a cycle facility. However, the need to remove build-outs and central pedestrian refuges, and modify junctions means this would be more difficult to deliver as a temporary scheme. For this reason, it has been classified as **red**.

### **Church Road and Western Road**

West of Montpelier Road, there is scope to create cycle lanes on either side of the carriageway as widths are wide, although some removal of parking on either side of the carriageway is likely to be required. Footways can also be extended to maintain social distancing, although it is unlikely both widened footways and dedicated cycle facilities could be provided. Either the cycling or pedestrian proposals are feasible and both have high strategic fit and connections to the wider

network. However, owing to the impacts on pedestrians or cyclists respectively and the need for parking and bus access / stops to be addressed, both roads have been classified as amber.

#### **Blatchington Road**

Blatchington Road has a need for measures to increase footway capacity for social distancing and queuing. This would be feasible if parking is removed; however, would also require amendments to bus stops. Temporary measures in this area would be consistent with the wider LCWIP; however, would not necessarily be of a nature where they would form part of a permanent scheme. The route has been given an overall rating of amber.

#### Dyke Road

Dyke Road provides a link into the city centre from the north and has strategic fit with the LCWIP. An upgrade to the northern section of Dyke Road (from Dyke Road Drive) is considered to be feasible, although there are some constraints which are unlikely to be possible to address as a temporary measure, particularly where the road narrows to the north and the junction with Mill Road and the A27. It has therefore been given an overall rating of amber.

The section south of Old Shoreham Road will have greater challenges with the removal of parking and loading; however, this is not considered insurmountable and the overall assessment is also amber. The southern section to Churchill Square would be more challenging without road closures in at least one direction. This has therefore been given an overall assessment of red.

#### **Ditchling Road**

The southern section of Ditchling Road (north of Union Road) has width constraints and is likely to require the removal of traffic in one direction to provide a two-way cycle facility. In addition, the topography is likely to limit a significant increase in usage in the shorter term and as such this would be less suitable as a temporary measure. It has therefore been given an overall assessment of **red**.

Further north, there would be available width to extend cycle facilities to the off-road path north of Woodbourne Avenue. However, this would require the removal of substantial residential parking and it is unclear where this could be displaced to. For this reason, the northern sections have been categorised as amber.

#### 6.4 Complementary measures

As introduced in Chapters 4 and 5, it is also recommended that the following be considered to complement the above.

- Additional cycle parking to be introduced at destinations to cater for increased users. Cycle
  parking is not considered further as part of this Interim LCWIP; however, will be addressed as
  part of the full LCWIP.
- Bike Share hubs expanded to additional locations served by the new temporary infrastructure.
   Informal or formal park and cycle locations could also be considered where there is car parking capacity on the edge of the city. This could be achieved by locating Bike Share docking points in these locations.
- Review of residential areas to see whether filtered permeability would be desirable to create low traffic neighbourhoods. These could be used to link areas and create pleasant walking and cycling routes away from major roads at limited cost.
- Introduction of school streets, restricting vehicle access in the vicinity of schools, possibly in conjunction with filtered permeability schemes.

These would not be directly related to the more strategic measures identified by the LCWIP; however, would be complementary, particularly in and around the Core Walking Zones. It should also be noted that guidance from the DfT has stated that, although using low-traffic filtered permeability neighbourhoods will be funded, the priority is to provide direct, strategic routes.

## 6.5 **Summary**

This section has reviewed the parts of the network where temporary measures would in principle have strategic fit with the LCWIP. It is considered that there would be merit in progressing many of these. However, constraints such as space will limit how deliverable some of these are in the short term, unless the closure of major roads is considered.



## 7 Monitoring

This chapter provides an overview of the monitoring requirements for temporary schemes and provides recommendations for how the council could meet these.

#### 7.1 Monitoring requirements

The DfT's guidance on temporary walking and cycling schemes has stated that local authorities should monitor the success of these. In particular, the Tranche 1 Emergency Active Travel Funding announcement stated that:

"For any grant, Government is required to monitor the effectiveness of any public investment. We therefore expect you to have robust monitoring and evaluation plans in place. Funding for the second tranche of money will be conditional on demonstrating that bids represent value for money and evidence of suitable evaluation plans."

It is therefore necessary that a monitoring plan is developed in anticipation of an application for the next stage of funding.

An advantage of introducing schemes on a temporary basis, compared to permanent is that they can be relatively low cost and flexible. If it is considered appropriate to turn them into permanent schemes, designs can be refined based on the experience of the temporary scheme and before more costly infrastructure is installed. Monitoring of the success and operation would therefore assist greatly in this process.

### 7.2 Sources of data and ongoing monitoring

It is recognised that the urgency with which schemes are introduced means that there is not usually time to organise baseline data collection. Even if this were to be collected, data collected now will not be representative of typical conditions. It will therefore be necessary to build-up a picture of the pre-existing situation using historic data. This will come primarily from the city's network of Automatic Cycle Counters. Not every location will be covered by ATCs; however, these can be used to provide an indication of background change in cycling levels.

Post-implementation cycle and footfall counts can then be undertaken on specific temporary schemes following their introduction. This will help to build up a picture of use and establish the case for future schemes.

As part of the post-scheme monitoring, it will also be necessary to monitor other impacts of schemes, such as the displacement of traffic where roads are closed or traffic restricted. This will help inform whether any temporary schemes should be made permanent or the possible modification of these. However, this will not be the only factor and may be outweighed by the benefits of schemes where they are successful in generating increases in active travel.

Finally, qualitative feedback from surveys or other forms of engagement with stakeholders, for example, through the ongoing development of the full LCWIP, can be used to inform potential modifications to temporary measures were they to be recommended as permanent schemes.

## **Urgent Response Transport Action Plan – updated June 2020**

## 1. Background

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the city, as well as significant economic consequences. It has also resulted in cleaner air and quieter streets and an increase in residents cycling and walking.

As the city begins to see more people go back to work, there is need for residents to carry on cycling and active travel. With public transport capacity reduced, the city could experience significant congestion unless an increase in alternative sustainable options including cycling is facilitated.

The next phase of the public health crisis also involves a need for physical distancing. This means that pedestrians will need more space, retail premises will need space for queuing, and over time restaurants and cafes may also need more space to be able offer a service outside their premises.

As a result of these changes to how people are traveling and using space, towns and cities in the UK and around the world are making or proposing radical changes to their highway networks to accommodate active travel. Re-allocating road space for active travel will not only help the city to respond to the next phase of the pandemic but will also promote healthy and active living to help the city become more resilient for the future.

On 9<sup>th</sup> May 2020, government issued statutory guidance *Traffic Management Act 2004: network management in response to COVID-19*. The guidance refers to a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities.

In advance of this guidance being issued, the City Transport service took some immediate steps to ensure the continued delivery of vital services, support vulnerable people and keep the city moving, including:

- Introducing 24hr concessionary bus travel for disabled and older people to support them in accessing shops earlier in the day to buy essential items
- Automatic renewal of concessionary travel pass holders to ensure continued provision during the pandemic
- Prioritising parking enforcement on unauthorised disabled bay parking and dangerous obstructions to support disabled road users.
- Closing Madeira Drive to provide more outdoor space for exercise during lockdown and to reduce the safety risk to people walking and cycling
- Providing free parking for social carer workers and NHS staff in on-street parking bays and Council-owned car parks to ensure key workers can continue to provide essential care to the most vulnerable during the crisis

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- Automatic renewal of Blue badges and completion of eligibility assessments for new applicants by phone, instead of face-to requests
- Making the Bike Share scheme available for free to NHS staff and council-contracted care staff during the pandemic, to support the continued care of vulnerable people in the city
- Ensuring important larger-scale redevelopment work in the city can continue with staff working on site taking precautions to protect themselves and the public in line with government guidance.
- Ensuring all necessary highway inspections are taking place and essential works and repairs are completed in a timely way by adjusting working practices to maintain social distancing and new processes that limit the amount of contact staff have with one another.

Many ad hoc requests for further measures are being received, particularly related to cycling and walking. The seafront in particular is the focus of many of the concerns being expressed by the public. This has only increased the need to act quickly.

In response to the pandemic the council has accelerated the work being carried out on walking and cycling in the city. An Interim local Walking and Cycling Infrastructure Plan (LCWIP) has been developed, this has identified and assessed the key corridors that could be progressed quickly with a coherent and strategic approach. Key elements of the plan have been added into this action plan.

## 2. Key challenges for Transport Network Management

The pandemic has transformed the context in which transport across the city is operating and has highlighted some key challenges:

- The need to impose physical distancing measures has highlighted some of the inadequacies inherent in the way space is allocated on the public highway and in public spaces generally.
- A significant reduction in public transport services, at a time when it is vital for key workers to access workplaces safely, has highlighted the currently lack of highquality routes for cycling for use as an alternative mode which allows social distancing.
- Massively reduced levels of motor traffic has encouraged many people to turn to walking and cycling, but issues remain with road danger as speed has increased on many roads
- Local businesses are struggling to survive and will need to find new ways to reach their customers
- Vulnerable people are unable to leave their homes and many are now relying on the council to provide them with essential supplies.

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Whilst there may be a desire to return to the status quo, pre-Covid-19, this is not likely to be possible for transport and environmental objectives. When planning a transport response to the current situation a key consideration should be avoiding a return to pre-existing motor traffic levels. During the lockdown vehicle movements have been 60% lower than usual, although there is beginning to be an increase as the lockdown continues and demand for parking is expected to rise considerably as the measures are eased.

Clearly, with a focus on social distancing, there is a risk that the good work undertaken in the city to encourage the use of public transport over cars could be undone. To manage this there will be a need for traffic reallocation, together with measures that further promote and enable sustainable forms of travel.

## 3. Key principles

In context of Covid-19, key principles for the Transport response are identified as follows:

#### A. Support vulnerable people

More than 3000 people in the city have either been identified by their GPs as being clinically extremely vulnerable (or shielded) or have requested additional support from the government. Working with the local NHS and key partners we are reaching out to all these residents to ask what help they need through our community advice and support hub.

Any changes to the kerbside, including the reallocation of road space or parking suspensions, will need to consider vehicle access for vulnerable households.

### B. Enable compliance with government guidance

'Lockdown' and social / physical distancing have been the main tools available to reduce virus transmission. The need for distancing is likely continue well into the recovery period or until such time as other tools become available.

#### C. Enable essential journeys to be made safely

Key workers, including those providing health and social care, still need to travel during the lockdown period. As restrictions ease, wider groups are likely to be added to the current list and trip making will increase. Journeys both on public transport and by road need to be managed to ensure safety and to maintain low levels of private motor vehicle traffic.

#### D. Support the local economy

As restrictions ease and businesses reopen those that rely on footfall and face to face customer contact, e.g. markets, and more compact shopping areas, e.g. the Lanes, may find conditions particularly difficult. New options for linking businesses and their customers may need to be explored.

#### E. Plan for now, near and longer term

The council has taken urgent actions to date, principally to satisfy B and C above – protecting public health by enabling physical distancing and reducing road danger. Beyond this we are now considering how to manage the transport network. We therefore need a phased approach to our response.

#### F. Consistency and transparency

Any measures, particularly changes to the highway, must be carefully considered and sit within the existing policy and legislative framework, including our approach to road danger reduction and the relation of this to the Covid-19 public health context. The Council's actions must be clear and transparent to stakeholders.

## 4. Government's lockdown exit strategy

Government have released an Emergency Active Travel Fund where Brighton & Hove have been provisionally allocated £594,000 in Tranche 1. This will be followed by an indicative £2,376,000 for Tranche 2. The council made an application for Tranche 1 funding on 5<sup>th</sup> June.

Before the government is prepared to lift the lockdown measures they have stated that five tests will need to be met:

- i. Evidence that the NHS has adequate capacity.
- ii. A sustained and consistent fall in the daily death rate from coronavirus.
- iii. Evidence that the rate of infection is decreasing to manageable levels.
- iv. Testing capacity and PPE supply is available and able to meet future demand.
- v. Confidence that any adjustments will not risk a second peak of infections.

The government has and will continue to be preparing to announce its lockdown exit strategy to restart the economy whilst keeping the spread of the virus in check. The announcement on the  $10^{th}$  May by the Prime Minister indicated that construction and those that cannot work from home can return to work. While a clear message was to avoid Public Transport it has to be acknowledged that it has a major part in moving people around the city and the Action Plan does include measures for enhancing Public Transport and needs to take into account the possible effect that any changes might make on the Public Transport network. Further announcements will be made as the lockdown is further relaxed and the Action Plan adapted as necessary.

The guidelines will continue to address:

- The continued need for social distancing until a vaccine has been developed.
- Wearing of personal protective equipment and adherence to enhanced cleaning and hygiene protocols where social distancing is not possible.
- Plans to avoid overcrowding on public transport.

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 Constraints on indoor work environments and the need for people to continue working from home.

The Secretary of State for Transport has also issued new guidance "The Traffic Management Act 2004: network management in response to COVID – 19. This guidance will support the Action Plan.

### 5. Legal considerations

Any changes to the highway have to conform to the legislation that is available. The Road Traffic Regulation Act 1984 provides the powers for Highway Authorities to close roads, make one ways and other changes. Traffic Regulation Orders (TROs) are permanent, experimental or temporary; each type has specific processes that have to be followed in relation to consultation and engagement with the community, including specific requirements on advertising and consultation.

Permanent TROs are advertised first to allow anyone to object to the order and they have 21 days to lodge an objection that has to be either reconciled or taken through a formal consideration process (a committee decision). Experimental orders have to be advertised as an intention for 7 days and can then be implemented for a period of 18 months to trial a scheme. There is a 6-month objection period from the start of the order.

Temporary orders have specific reasons as to why the can be used and are normally related to road collapses or works on the highway where the road has to be closed to facilitate works or for the safety of the public. This is the process that was used for Madeira Drive due to the risks to pedestrians and cyclists with speeding vehicles and increased use of the road. The road only has a limited number of businesses and all of these are currently shut so this is a unique road. Normally shutting roads in the city centre, with the need to maintain access for residents and businesses, would have to follow the full permanent or experimental route and associated consultation.

Lane closures and changes to footways can be made using delegated powers without the need for Traffic Regulation orders.

The DfT have relaxed some of the requirements for advertising, but this has not changed the process so will have little effect in shortening the process.

#### 6. Interventions

The measures below detail the identified interventions that could be carried out in the city as a package of measures to help the city come out of lockdown. They are broken down into 3 phases of work, short term (the now), medium term (coming out of lockdown), and long-term recovery. A number of other measures were assessed and not progressed for a variety of reasons. The short-term strategic network analysis has been undertaken as part of the Interim LCWIP, which feeds into this work.

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## 6.1 Short Term – Urgent Response

#### 1. Madeira Drive

## **Background**

Madeira Drive has been closed since the beginning of lockdown to facilitate walking and cycling for local residents and to reduce the risk to people accessing the road due to speeding vehicles. Access for businesses is still possible using Dukes Mound and a steward is in place from 8am to 8pm. Blue Badge holders are able to access the Black Rock car park using the Dukes Mound entrance.

Local businesses and some individuals who use the road are requesting that the road is opened again as the urgent need for the area is diminishing as lockdown restrictions are eased. Others are asking that the changes be made permanent. There are two petitions on Madeira Drive currently being put to the council, one supporting a full closure and the second to open the road, both are due to be presented to Full Council in July. Demand for access to the seafront is increasing and the loss of parking income as a result is significant. The legislation used for the closure is based upon the link with public safety, and as demand increases this is no longer valid. To continue with the closure moving forward, there is a need to consult with local businesses. It is possible to introduce a scheme that would provide improved walking and cycling along the road, re-open 70-80% of parking, and allow it to be reopened. The scheme could be implemented quickly and would address the concerns of the traders.

#### **Plan Update**

The road is still closed and managed by a steward at the top of Dukes Mound. The closure has been well supported as an area that can be used safely to walk and cycle, but the businesses are unhappy with the restriction as they feel that the closure limits access to their business. Blue Badge holders are currently restricted in how they access the road and complaints are being received. Returning the road back to its original configuration will remove the opportunities that the closure has offered by increasing space for walking and cycling.

#### **Options**

A full closure is difficult to maintain in the long term with the need to facilitate the development at Black Rock and access for Blue Badge holders, but the closure has made a real difference to how pedestrians and in particular cyclists can share the area. Businesses also support the road being open for access.

1. A) Keep the road closed and continue to manage the closure with stewards at Dukes Mound. The access at the top of Madeira Drive would need to have a more robust barrier as the current arrangement is temporary. The enabling development works at the Marina will require trips by construction vehicles to service the site. Managing

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access would continue to be difficult as business would still require access.

B) Move the road closure to the bottom of Duke's Mound, allowing access to Black Rock for all vehicles. New disabled parking bays to be created at the bottom of Duke's Mound and a review to be undertaken of how businesses access Madeira Drive.

- 2. Introduce a one-way access from the Aquarium roundabout to the bottom of Dukes Mound and create more walking and cycling by removing the parking on the southern side of the road. Echelon parking would remain on the northern side of the road and this will provide 70-80% of normal parking capacity and revenue. An indicative drawing can be seen in Appendix 3.
- 3. Reopen the road as it was previously. The road is clearly dominated by vehicles parking and does suffer from use by vehicles avoiding queues on Marine Parade. Cyclists would have to share the promenade with pedestrians for long lengths of the road.
- 4. Close the road at the Aquarium end, this option would still require two-way working for all vehicles for the full length reducing available width for reallocating road space to cyclists. Large vehicles would have to turn around to exit the road.

#### Recommendations:

To note the options available and it is recommended to keep Madeira Drive closed on a temporary basis from the Aquarium roundabout to the bottom of Duke's Mound whilst further engagement takes place on future arrangements. The closure would now require an Experimental Traffic Regulation Order to keep the road closed pending review. The access arrangements for businesses will be reviewed.

#### 2. Old Shoreham Road temporary Cycle Lanes

### **Background**

The new temporary cycle lanes on Old Shoreham Road have been operating for a number of weeks and have generated both positive and negative views from the public. The cycle lanes were subject to an independent Road Safety Audit and this did not identify any major concerns with the layout, but they are being monitored to pick up any issues as they arise. These are being recorded and will form the evidence for a future decision on retaining or removing the lanes.

#### **Plan Update**

Improvements are planned later this month by installation of cycle wands at conflict points and to stop vehicles using the lanes to undertake other vehicles particularly at the approach to junctions. Counters will be installed to monitor usage of the cycle lanes and to monitor

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the impact for all users using the route. The right turn into Olive Road is an area where we are currently receiving complaints due to queuing so this will be monitored.

Following the monitoring of the scheme an extension to link up with a West Sussex proposal could be considered.

#### **Recommendations:**

To monitor the impact of the temporary cycle lanes on Old Shoreham Road and gather evidence for a future decision on keeping or removing the cycle lanes. Continue to monitor what West Sussex County Council proposes for the Old Shoreham Road. The future decision on keeping or removing these cycle lanes will be brought to the September ETS Committee.

## 3. City wide junction signals

#### **Background**

The city's traffic signals seek to minimise congestion and to provide a safe crossing at busy junctions. They often prioritise cars over pedestrians and often run with very long cycle times.

### Plan updates

Overall traffic signal cycle times have been reduced and capped at key junctions in the city, providing shorter waiting times for pedestrians.

#### **Recommendations:**

To continue to monitor pedestrian crossings at junctions and reduce traffic signal cycle times where possible to reduce waiting times for pedestrians.

### 6.2 Medium Term

#### 1. A259 Cycle Lane improvements Aquarium Roundabout to Hove

## **Background**

The existing footway cycle lane along the A259 between the Aquarium roundabout and Hove Lawns is narrow and along its length there are a number of areas where pedestrians and cyclist come into conflict due to the volume of people walking and cycling. The Action Plan looked at providing two options previously to increase capacity, but for safety reasons neither were felt to be possible due to the risk to cyclists.

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However, further evaluation has identified an option that will increase the capacity of the cycle lane as a temporary solution. A new cycle lane will be created by removing the near side lane of the A259 from vehicles and reallocating this space to cyclists travelling westbound. This enables the existing footway cycle lane to be used by cyclists travelling eastbound only. The scheme will start from the Aquarium roundabout and extend to Fourth Avenue in Hove where it will return to the normal road layout – this section is Phase 1 of this scheme. Phase 2 will include extending the scheme to the West Sussex boundary linking up with a potential proposed scheme in West Sussex. The outline proposal is included within Appendix 4.

The scheme will require the removal of the inside traffic lane and implementing the scheme on a temporary basis will provide an opportunity to monitor the impact on traffic movements across the city. Access to loading and disabled bays will be maintained wherever possible but there will be a requirement to reduce the available parking by 60% in the first phase to accommodate the required layout changes.

The proposed scheme will address the immediate need to increase capacity along this busy route. However, it is recognised that it will not address the historic issue of conflict between high numbers of pedestrians and cyclists in some of the narrow sections. The Interim LCWIP identifies the A259 as a key linkage in the network plan and highlights the importance of providing a high-quality cycle route that links into the city at key points. The seafront is a major destination as well as providing connectivity across the city.

As the Interim LCWIP identifies this cycle route is key to unlocking active travel across the City, the feasibility of a high-quality permanent scheme has also been commissioned that overcomes many of the safety issues identified within the earlier review. The permanent scheme would require significant funding due to the need for major changes to the existing road layout. It would also require more extensive data collection and modelling to manage the potential impact on the wider network. Consideration could also be given to introducing Low Traffic Neighbourhoods in the future to the north of the A259 to limit the traffic that uses the road to connect to the seafront.

The guidance and timeframes for the Tranche 2 Active Travel Emergency Fund have not yet been announced but with further development it is possible that the permanent scheme could be included in a future bid submission. If the scheme does not meet the requirements, then an alternative funding source would need to be identified before the permanent scheme could be taken forward. A high-level feasibility study for a potential permanent cycle facility on the A259 is included within Appendix 5.

#### **Plan Update**

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A scheme has been developed to provide a temporary improvement to the cycle facilities along the A259 between the Aquarium Roundabout and Fourth Avenue. Further plans to extend this temporary facility to the western boundary of the city are also emerging, with a view to extending the scheme as soon as is feasible following the completion of the first phase. Options for a potential permanent facility have also been explored and are presented for future consideration as part of this report.

#### **Recommendations:**

To implement proposed temporary cycle lane improvements along the A259 between the Aquarium roundabout and the western boundary.

To continue to develop plans for a permanent high-quality on-carriageway two-way cycle facility along the A259 between the Aquarium Roundabout and the western boundary of the City, linking in with plans from West Sussex County Council.

### 2. The Old Town – (The Lanes)

## **Background**

The Lanes are a narrow section of roads and interlinking passageways that currently have a high footfall and very narrow footways. Access for cycling is difficult and there are limited opportunities for cycle parking. Many vehicles circle through the area looking to park, limiting the opportunity for walking and cycling. Businesses require access for deliveries as do a number of private car parks. Blue Badge holders also require access to the area.

There are a number of complex traffic restrictions in place in Market Place, Ship Street and East Street that make it confusing and lead to them being abused by drivers. A previous scheme to remove cars out of the area was stopped after it went to a public enquiry following objections to loading bay removals.

### **Plan Update**

The Old Town area has been assessed and two options have been identified that remove cars from the Old Town and offer some opportunity to allow permeable cycling through the area, introduce a new modal filter for Ship Street & Black Lion Street and improve walking by widening footways.

The opening of retail on 15<sup>th</sup> June placed pressure on the limited space available for accessing businesses and keeping a safe distance. To provide more space, parking throughout the Old Town has been removed temporarily to allow some pavement widening. This has been implemented using temporary barriers in a limited way. A full traffic restriction will allow more reallocation of road space, allow a reconfiguring of the area

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increasing cycle parking, introduce modal filters at Ship Street and Black Lion Street and allowing cyclists to permeate through the Old Town. The restriction will be an experimental traffic order to allow monitoring and a greater time for the community to comment.

## **Options**

- 1. A 24 hour traffic restriction that prohibits all vehicles using the area, close Black Lion Street at the northern end, close Ship Street at the North Street junction and keep the Market Street and East Street restrictions as existing. Loading, Blue Badge Holders and private access would continue to be allowed at all times.
- 2. A 24 hour traffic restriction that prohibits all vehicles using the area, close Black Lion Street at the northern end, close Ship Street at the North Street junction and keep the Market Street and East Street restrictions as existing. Loading restricted from 07:00 to 10:00 every day, private access and Blue Badge Holders allowed at all times.

A similar approach to Option 2 can be found on Cliffe High Street in Lewes and while this scheme did receive some initial resistance it is now considered a success.

It is recognised that any such restriction will be open to abuse as currently only the Police can enforce a restriction. For this reason, both options start the restriction on Middle Street at the junction of Boyce's Street. This allows anyone who enters Middle Street an opportunity to leave the area. A gateway treatment will be required at the end of Middle Street at its junction with the A259 and at its junction with Boyce's Street.

#### Recommendations:

To implement an Experimental Traffic Regulation Order for the Old Town (The Lanes) area: a 24 hour traffic restriction that prohibits all vehicles using the area, close Black Lion Street at the northern end, close Ship Street at the North Street junction and keep the Market Street and East Street restrictions as existing. Loading, Blue Badge Holders and private access would continue to be allowed at all times.

#### 3. Footway Widening

## **Background**

A number of key locations have been identified in the city as areas where social distancing will be difficult. This plan identified the following roads as key locations:

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- London Road, from footway on the western side of the road from Cheapside up to York Hill
- St James Street, from Old Steine to Lower Rock Gardens
- Western Road, from Clock Tower to Montpelier Road
- Church Road, from The Drive to Sackville Road

#### **Plan Update**

Prior to 15<sup>th</sup> June, all of the locations listed above have had areas widened, with a total length of 650 metres of footway extensions. The works have been installed with kerbing and without temporary barriers, improving access for the visually impaired and those with mobility issues. The works outside Marks & Spencer on Western Road did not go ahead after consulting with the bus operator who will be deploying staff to manage queues at this location. This will be monitored for the future.

#### **Recommendation:**

To note that 650m of footway widenings were installed prior to 15<sup>th</sup> June in all locations identified for Footway Widening within the Action Plan and that all sites will be monitored.

### 4. Queens Road from the Clock Tower to North Road

#### **Background**

Queens Road is a major walking, cycling and Public Transport route linking the station with the main shopping and tourist areas of the city and seafront. The footways are very narrow and it is extremely difficult to maintain social distancing on the length of the road. Buses use the corridor to link the station with many areas of the city. The widening of footways is difficult with the constraints of the carriageway while maintaining existing north and south traffic movements.

Vehicles travelling south from the station could be directed to use North Road and the Valley Gardens area to access the A259. If a traffic restriction was introduced on Queens Road at the junction of North Road that allows only buses, taxis and cycles to travel south, this would offer the opportunity to reduce the flows travelling south, enabling the introduction of give-and-take on Queens Road so that the western footway could be widened in a number of areas. This may also offer another chance to investigate the closure of southbound traffic at the Clock Tower, enabling pedestrians a much wider place to wait to cross the road.

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## **Plan Update**

The bus company have been consulted and support the idea to remove vehicles from travelling south on Queens Road and have suggested closing Queens Road as it enters West Street. While southbound traffic movements could be closed if a restriction was introduced, northbound movements would be difficult to restrict as this is the only way of accessing Queens Square. This proposal is supported within the Interim LCWIP as a priority route for temporary measures.

#### **Recommendation:**

To implement an Experimental Traffic Regulation Order to remove southbound traffic (except buses, taxis and cycles) on Queens Road between North Road and the Clock Tower and to close West Street to southbound traffic (except cycles).

## 5. City Wide – pedestrian crossings

#### **Background**

The many standalone pedestrian crossings (i.e. those *not* at junctions) in the city work by monitoring traffic flow and then change when either there is no traffic approaching or a maximum period of time is reached. It is possible that a facility is implemented that ensures the crossing changes immediately when the pedestrian button is pressed, unless it has just operated. Changing all crossings to this way of working will reduce waiting times for pedestrians.

### **Plan Update**

The crossings in the city have started to be updated and this should be complete by the end of July.

#### Recommendation:

To note the changes to the operation of stand-alone pedestrian crossings to benefit pedestrians.

#### 6. North Laines

#### **Background**

The North Laine area of the city is a busy shopping area that consists of a number of interlinking corridors where people are able to walk and shop. Both Sydney Street and Gardner Street currently have a traffic restriction in place to close the roads on weekends (from 11am to 7pm on a Saturday and 11am to 5pm on a Sunday). There have been requests to also close the road during the week.

The existing traffic order currently does not allow the road to be shut on Gardner Street Monday to Friday. The Sydney Street restriction does allow the complete closure (except for loading) although it is currently not used, any change will require engagement with the businesses in the streets.

#### **Plan Update**

The traffic orders have been reviewed and engagement will start with businesses now that they have opened. A further review and monitoring of how the road operates with the restricted pavements will continue, with particular focus on North Road, Bond Street, Jubilee Street and Trafalgar Street. Signing and stencilling have already been deployed through the area. There have also been requests for closure of narrow lanes to improve

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safety for residents. The only legislation available to close the narrow lanes is a Public Space Protection Order that requires recorded details of any anti-social behaviour that is occurring. A normal Traffic Order only applies to traffic movements and therefore cannot be used for shutting lanes. The situation will continue to be monitored in the North Laine area and across the city.

Local businesses in New Road have requested a full or partial closure to facilitate them opening. This will require engagement with the business and an Experimental Traffic Regulation Order.

#### **Recommendation:**

To implement an Experimental Traffic Regulation Order to allow the closure of Gardner Street on weekdays.

To note that the current Traffic Regulation Order for Sydney Street allows weekday closures and the potential for extending closure is being explored with local traders

To implement an Experimental Traffic Regulation Order to allow full or partial closure of New Road following engagement with local businesses.

#### 7. Marine Parade Cycle lane

## **Background**

Marine Parade (A259) is a wide carriageway with parking on the southern side that narrows between Lower Rock Gardens and Old Steine. The Interim LCWIP has identified this as a key link in the city's emerging connected network of cycle lanes. This route was not included in the first urgent implementation of active travel via this Action Plan as it was used by a large number of key workers for parking during the pandemic. Now that lockdown is easing, the introduction of a cycle facility would improve connectivity to the north of the seafront and areas currently poorly served and linking with St James's Street. It may be possible to implement a cycle lane and retain some of the parking currently in place, but there are a number of challenges including pedestrian crossing and build outs.

#### **Plan Update**

Potential for a cycle lane has been identified within the Interim LCWIP and initial review identified a number of challenges for implementing a route. This scheme will be considered as part of a package of measures in Tranche 2 of the Emergency Active Travel Funding depending on further detailed work on the costing of the scheme.

#### Recommendation:

To develop and implement proposals for temporary improvements to A259 Marine Parade

8. A23 Cycle Lane improvement by Argyle Road- including Stanford Avenue and north of Preston Park

## **Background**

The National Cycle Network (NCN) route linking to the north of the city on the A23 currently has a very narrow section just to the north of Argyle Road where it shares a footpath with pedestrians. The route travels to the north along the A23 and uses Argyle Road and then Campbell Road for cycling south. The intention is to reallocate the inside traffic lane on Preston Road for cycling, from Dyke Road Drive down to Argyle Road. This change will enable separation of walking and cycling providing a good quality cycle lane through this key section of the NCN route.

## **Plan Update**

A detailed design has been completed and is included in Appendix 6. To facilitate a safe cycle lane it will be necessary to close Argyle Road at its junction with Preston Road and this will result in the loss of three parking spaces. To install the scheme an Experimental Traffic Order will be required for the contra flow cycle lane and the closure of Argyle Road. Engagement with affected residents will be required. The closure will stop vehicles using the route as a rat run creating a Low Traffic Neighbourhood in this area. No waiting and no loading restrictions will also be installed within the new mandatory cycle lane, to ensure that enforcement can take place remotely along this section, in line with new cycle lane enforcement powers provided to councils by government.

The Interim LCWIP has also identified the need for improved cycle links between Stanford Avenue and the A23 cycle facility as well as the need to improve connections at the north of Preston Park. These links will be included in the development of the route and will be considered for inclusion within the package of measures that will be prioritised within Tranche 2 of the Emergency Active Travel Fund.

#### **Recommendations:**

To implement an Experimental Traffic Regulation Order to close Argyle Road at the junction with Preston Road, introduce additional parking restrictions to enable remote enforcement, and to introduce a contra-flow cycle lane on Preston Road between Dyke Road Drive and Argyle Road.

To develop and implement proposals for temporary improvements to cycle linkages between Stanford Avenue and the A23, and to improve the cycle lane to the north of Preston Park.

## 9. A259 Roedean Road to Ovingdean Roundabout Bus Lane Background

The Bus Network Review identified a stretch of the A259 heading east that suffers from peak time traffic queuing. Buses are often caught in the queue of general traffic, leading to delayed services for the important coastal services on this key commuter route into the city. This stretch is relatively easy to reallocate to buses as it is an urban dual carriageway that suffers from speeding issues.

## **Plan Update**

The site is being reviewed for potential improvements and engagement has started with the bus operator to introduce a bus lane from Roedean Road to the Ovingdean roundabout.

#### Recommendation

To implement an Experimental Traffic Regulation Order to introduce a bus lane on the A259 eastbound between Roedean Road and the Ovingdean roundabout

#### 10. St James's Street

#### **Background**

St James's Street is a busy town centre that has a mixed range of businesses with competing and complex needs. The footways are narrow and the area suffers from cross traffic movements caused by vehicles travelling north to south and south to north across St James's Street. Traffic figures demonstrate that the movements of normal traffic are low travelling along St James's Street at the western end, but these increase further up the street to the east. Under this Action Plan, footways have already been widened to help with social distancing along its length.

#### Plan update

Engagement with the bus operator showed their resistance to removing buses from the street as they provide a service for many residents who access the shopping in the road and who live to the east of the city. The traffic movement into St James's Street is very low as the bus movements delay normal traffic. Shutting the street would not resolve many of the issues as access would still be required for residents and businesses. Traffic movements

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indicate the main issue is the north/south movements where people are avoiding the Aquarium Roundabout and congestion in the city centre. Valley Gardens Phase 3 will also have an impact on the street so this needs to be considered in any decision.

#### Recommendation

To note the measures implemented to date for St James's Street and the update provided.

#### 11. School Streets

#### **Background**

The reopening of schools in the city means that maintaining social distancing may be difficult outside some school premises. The implementation of the School Streets approach is a way of attempting to manage how the school drop off congestion outside the school can be mitigated and reducing the risk to children and providing a safe space to enter and leave the school by closing roads at appropriate times. Developing and delivering School Streets has been the subject to previous considerations by the Environment, Transport and Sustainability committee in November 2019 and January 2020. This has included a request for a report to consider options for a pilot based on the Hackney model, and their potential inclusion within the council's Access for Sustainable Travel project (Year 4 – Portslade) and Car Free Day activities as taster days.

## **Plan Update**

Work is underway to consider initial school involvement in a School Streets programme. Some schools have expressed an interest in taking part in a scheme. This is being worked on by the School Travel Team. . A further programme of School Streets schemes will be undertaken across the city subject to feasibility in highway terms, adequate budget and staff resource availability from the council, and support / agreement from the school to be involved.

Lead in times can be lengthy due to the need for local consultation with affected residents and often it may not be possible to implement a scheme depending on the complexity of the road layout next to the school. Schemes require significant resource from the school itself as well as council officers. Early discussions with many schools in the city shows some interest, but many are focussed on being able to open their premises safely in the autumn.

#### Recommendation:

To continue to work on a programme for School Streets in the city, subject to feasibility in highway terms, adequate budget and staff resource availability from the council, and support/agreement from the schools to be involved.

#### 12. A23 Valley Gardens to Cheapside

### **Background**

The completion of the Valley Gardens scheme has ensured provision of good cycling facilities within the area, but where the scheme finishes on London Road there currently is no connection with the National Cycle Network (NCN) route to the north. This has been identified in the Interim LCWIP as a weakness of the route to the north.

#### Plan update

A temporary solution has been identified to provide a protected cycle lane that will leave Valley Gardens and use Cheapside to connect to the NCN. It can be monitored and if it proves successful can be implemented permanently. This link has been included in Tranche 1 of the Emergency Active Travel fund.

#### **Recommendation:**

To implement a temporary protected cycle facility between the A23 and Cheapside, connecting Valley Gardens with the National Cycle Network (NCN20).

## 13. Boundary Road/ Station Road

#### **Background**

The Interim LCWIP has identified Boundary Road for a potential route linking to the new Old Shoreham Road cycle route and A259 routes. A potential cycle route travels through a shopping area and Boundary Road/Station Road is a bus corridor. The area is already identified within the Local Transport Plan (LTP) and funding has already been identified to investigate improvements on this corridor.

#### Plan update

This is a new addition to the plan

#### Recommendation:

To explore options for a cycle facility for Boundary Road/Station Road as part of the LTP work being carried out this financial year.

### **Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework**

#### 14. St George's Road - widening footways

#### **Background**

St George's Road is a narrow High Street that comprises of a number of independent shops serving the local community. The footways are very narrow and widening these throughout the area would be difficult due to current road widths. While it is possible to remove some parking it would not improve the area significantly as there would be limited benefit. This area was identified in the initial review of the city and also highlighted in the Interim LCWIP. A supported bus service runs along the road providing direct links into the city.

#### Plan update

A review concluded that there are two options for the area - to either introduce a one-way traffic system or provide a bus gate so that only public transport can access the road. Both options would require an Experimental Traffic Order and engagement with the local community.

#### Recommendation:

To explore options for a potential permanent scheme in St George's Road to widen pedestrian space

#### 15. Richardson Road - closure

#### Background

Richardson Road is a very local parade of shops in Hove that was identified in the Interim LCWIP. Closure of the road at the New Church Road end would provide the opportunity for local businesses to use the road for outdoor seating and reduce through routing of traffic onto Church Road. Cycling would be allowed through a modal filter onto New Church Road.

#### **Plan Update**

This is a new addition to the plan

#### **Recommendation:**

To implement an Experimental Traffic Regulation Order for the closure of Richardson Road at the junction with New Church Road

**Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework** 

#### 16. Dyke Road - A27 to Old Shoreham Road

#### **Background**

Dyke Road north of Highcroft Villas already has an advisory cycle lane although it is substandard and often obstructed by parked vehicles. South of Highcroft Villas to Old Shoreham Road the road is constrained and has a lot of parking for residents. The Interim LCWIP has identified this corridor as a key link and it is possible to improve the north end of the route easily and quickly. However the southern link is harder to achieve quickly and would require significant changes.

#### **Plan Update**

This is a new addition to the plan

#### **Recommendation:**

To note that improvements to the existing Dyke Road advisory cycle lane are taken forward within the full LCWIP and developed as part of a future LTP programme.

#### 17. Lewes Road

#### Background

The Lewes Road cycle link between the Vogue Gyratory to Elm Grove is very narrow and mainly consists of an advisory cycle lane. Potential widening through the area is problematic due to the road widths. The existing cycle lanes are often parked in, causing cyclists to have to compete for road space with cars and large vehicles. This corridor has been identified in the Interim LCWIP. The Department for Transport have just released new powers to use CCTV to enforce vehicles that park on mandatory cycle lanes.

#### Plan update

This is a new addition to the plan.

#### Recommendation

To implement where possible mandatory cycle lanes in place of existing advisory cycle lanes in Lewes Road

18. Basin Road South

Background

## **Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework**

Uptake of cycling by leisure cyclists has dramatically increased along a section of the National Cycle Route (NCN 2) on Basin Road South. This section of seafront road also services Shoreham Port and several commercial properties that receive on average 500 HGV deliveries per day during the week. Whilst we are very pleased to see the increased uptake of cycling in this area, there is a need to improve signage to ensure that all road users are aware and take extra care along this particularly busy route. The Shoreham Port Authority is already working with its delivery drivers to promote awareness and a social media campaign is being coordinated between BHCC and Adur and Worthing District Council. The proposal within the Tranche 1 bid will support this existing work by installing additional signage along the route to raise awareness of the potential conflict between cyclists and HGVs, improving road safety by ensuring all road users take the appropriate amount of care to share the space responsibly.

#### Plan update

This is a new addition to the plan.

#### Recommendation:

To note the awareness and signage measures being carried out on Basin Road South in relation to cycle safety concerns on this route, part of the National Cycle Network (NCN2).

19. City-wide - Cycle Parking and BikeShare

#### Background

The Valley Gardens improvement scheme is due to be substantially complete in July 2020. As part of these works, we will be introducing 56 additional cycle parking stands providing parking for 112 cycles in the area. There is scope to provide additional cycle parking throughout this area to support the increased demand for cycling in recent weeks and therefore this element of the bid will install a further 50 cycle parking stands to accommodate 100 more cycles

Brighton & Hove have an established bike share scheme with 69 hubs around the City. With the increasing shift towards active travel in the City, demand for the bike hire scheme has never been higher. We are proposing to support this increased demand by extending the network to include six additional hubs strategically placed to support the new cycle infrastructure. This will encourage more people to choose an active form of travel as they try out the new facilities. The location of the new hubs has already been developed and discussions with relevant stakeholders are now taking place to ensure that this can be delivered within the required timescales.

#### Plan update

## **Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework**

This is a new addition to the plan

**Recommendation:** 

To note the proposals for increased cycle parking and BikeShare hubs.

#### 6.3 Long Term/recovery

The Interim LCWIP will be developed into a full LCWIP following a full consultation process where the public will have the opportunity to express their views on the plan. The long term elements of this Action Plan will be followed on through the development of the full LCWIP.

#### 7. Monitoring the impact of interventions

Existing traffic data tools such as Traffic Master can provide us with 'normal' expected traffic levels for a certain street / area as a baseline in relation to these measures, particularly in terms of informing where measures should be implemented. However in terms of monitoring the impact of such measures, the data is only updated every six months and therefore cannot be utilised as 'after' data relating to measures implemented in this fast-changing environment. In this unprecedented situation it will be difficult to ensure all schemes and measures are measured to the same degree as normal.

There are a series of traffic counters / cycle counters in place at key locations across the city (e.g. Old Shoreham Road, Lewes Road) which could be used to gather broad motor / cycle traffic trends across the city.

Additionally, the use of anecdotal evidence / qualitative feedback on the efficacy of schemes could be considered given the circumstances.

The council has also put in place a survey for the public to feedback on temporary transport & travel measures in the city. This survey enables respondents to indicate their level of support for the scheme as well as an opportunity to provide comments on the measures and indicate whether the measures have supported social distancing and enabled them to travel more actively. Additional measures will be added to the survey as and when they are put in place across the city.

#### 8. Recommendations

In summary the recommendations for the Environment, Transport and Sustainability (ETS) committee from this Action Plan are as follows:

## **Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework**

Agree the recommendations contained in Section 8 (8.1-8.26) of this report; as the delivery plan for measures identified in the Interim Covid-19 Response Local Cycling and Walking Infrastructure Plan; and to give delegated authority to the Executive Director Economy, Environment and Culture to take all steps necessary to deliver these recommendations:

- 8.1. To note the options available and it is recommended to keep Madeira Drive closed on a temporary basis from the Aquarium roundabout to the bottom of Duke's Mound whilst further engagement takes place on future arrangements. The closure would now require an Experimental Traffic Regulation Order to keep the road closed pending review. The access arrangements for businesses will be reviewed.
- 8.2. To monitor the impact of the temporary cycle lanes on Old Shoreham Road and gather evidence for a future decision on keeping or removing the cycle lanes. Continue to monitor what West Sussex County Council proposes for the Old Shoreham Road. The future decision on keeping or removing these cycle lanes will be brought to the September ETS Committee.
- 8.3. To continue to monitor pedestrian crossings at junctions and reduce traffic signal cycle times where possible to reduce waiting times for pedestrians.
- 8.4. To implement proposed temporary cycle lane improvements along the A259 between the Aquarium roundabout and the western boundary.
- 8.5. To continue to develop plans for a permanent high-quality on-carriageway two-way cycle facility along the A259 between the Aquarium Roundabout and the western boundary of the City, linking in with plans from West Sussex County Council.
- 8.6. To implement an Experimental Traffic Regulation Order for the Old Town (The Lanes) area: a 24 hour traffic restriction that prohibits all vehicles using the area, close Black Lion Street at the northern end, close Ship Street at the North Street junction and keep the Market Street and East Street restrictions as existing. Loading, Blue Badge Holders and private access would continue to be allowed at all times.
- 8.7. To note that 650m of footway widenings were installed prior to 15<sup>th</sup> June in all locations identified for Footway Widening within the Action Plan and that all sites will be monitored.
- 8.8. To implement an Experimental Traffic Regulation Order to remove southbound traffic (except buses, taxis and cycles) on Queens Road between North Road and the Clock Tower and to close West Street to southbound traffic (except cycles).
- 8.9. To note the changes to the operation of stand-alone pedestrian crossings to benefit pedestrians.

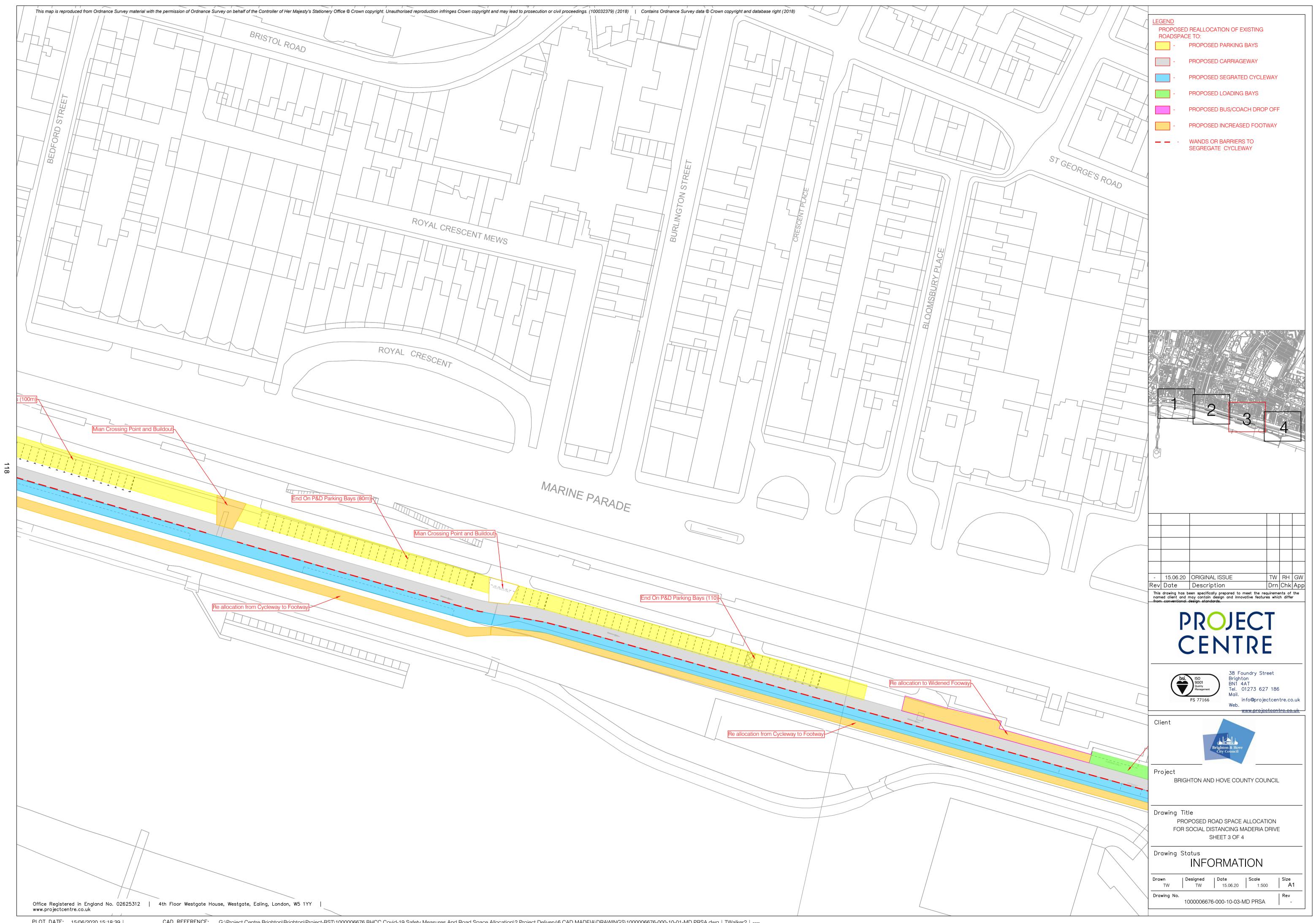
# **Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework**

- 8.10. To implement an Experimental Traffic Regulation Order to allow the closure of Gardner Street on weekdays.
- 8.11 To note that the current Traffic Regulation Order for Sydney Street allows weekday closures and the potential for extending closure is being explored with local traders.
- 8.12. To implement an Experimental Traffic Regulation Order to allow full or partial closure of New Road following engagement with local businesses.
- 8.13. To develop and implement proposals for temporary improvements to A259 Marine Parade
- 8.14. To implement an Experimental Traffic Regulation Order to close Argyle Road at the junction with Preston Road, introduce additional parking restrictions to enable remote enforcement, and to introduce a contra-flow cycle lane on Preston Road between Dyke Road Drive and Argyle Road.
- 8.15. To develop and implement proposals for temporary improvements to cycle linkages between Stanford Avenue and the A23, and to improve the cycle lane to the north of Preston Park.
- 8.16. To implement an Experimental Traffic Regulation Order to introduce a bus lane on the A259 eastbound between Roedean Road and the Ovingdean roundabout
- 8.17. To note the measures implemented to date for St James's Street and the update provided.
- 8.18. To continue to work on a programme for School Streets in the city, subject to feasibility in highway terms, adequate budget and staff resource availability from the council, and support/agreement from the schools to be involved.
- 8.19. To implement a temporary protected cycle facility between the A23 and Cheapside, connecting Valley Gardens with the National Cycle Network (NCN20).
- 8.20. To explore options for a cycle facility for Boundary Road/Station Road as part of the LTP work being carried out this financial year
- 8.21. To explore options for a potential permanent scheme in St George's Road to widen pedestrian space
- 8.22. To implement an Experimental Traffic Regulation Order for the closure of Richardson Road at the junction with New Church Road
- 8.23. To note that improvements to the existing Dyke Road advisory cycle lane are taken forward within the full LCWIP and developed as part of a future LTP programme.

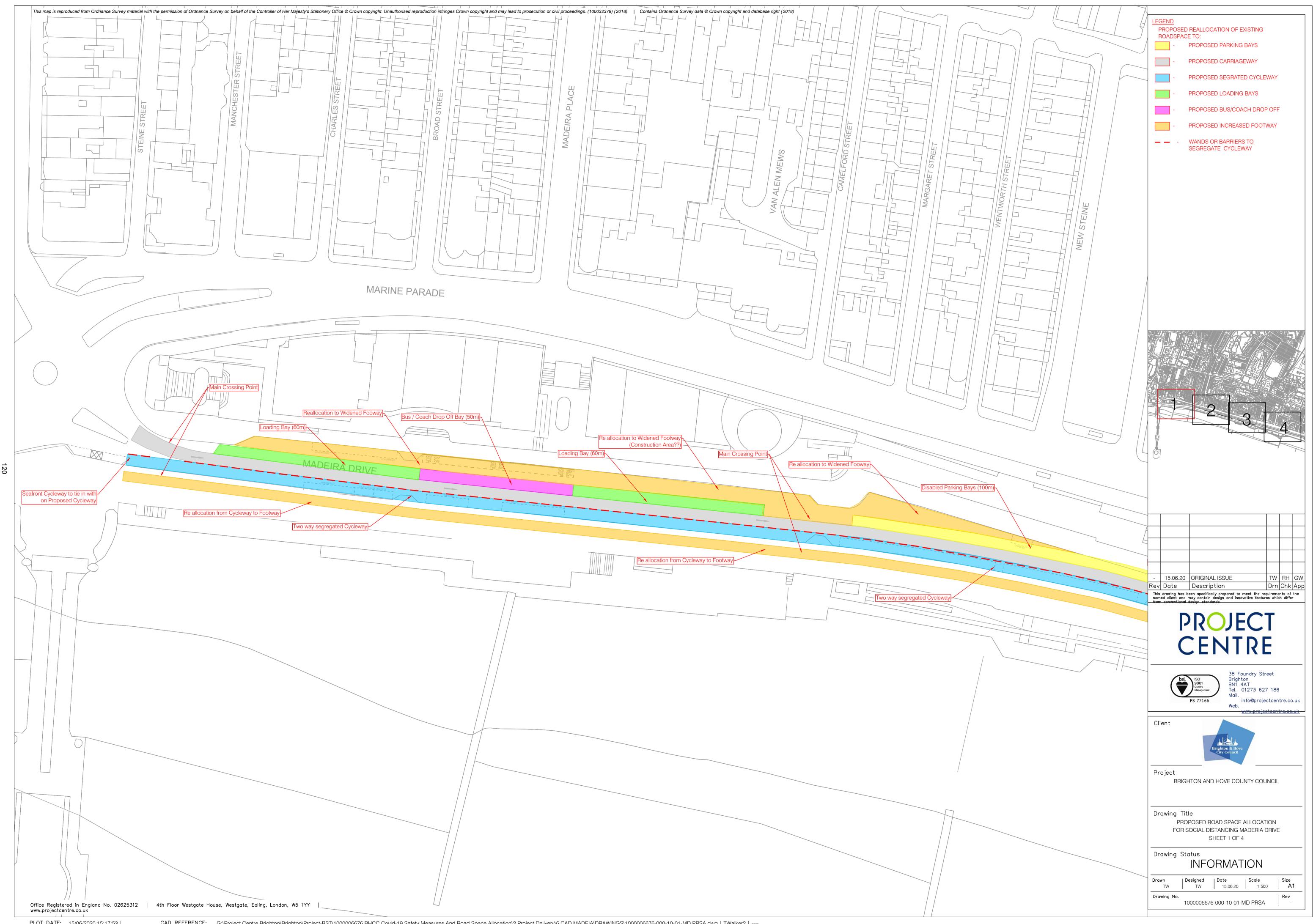
# **Brighton and Hove City Council Urgent Response Transport Action Plan and policy framework**

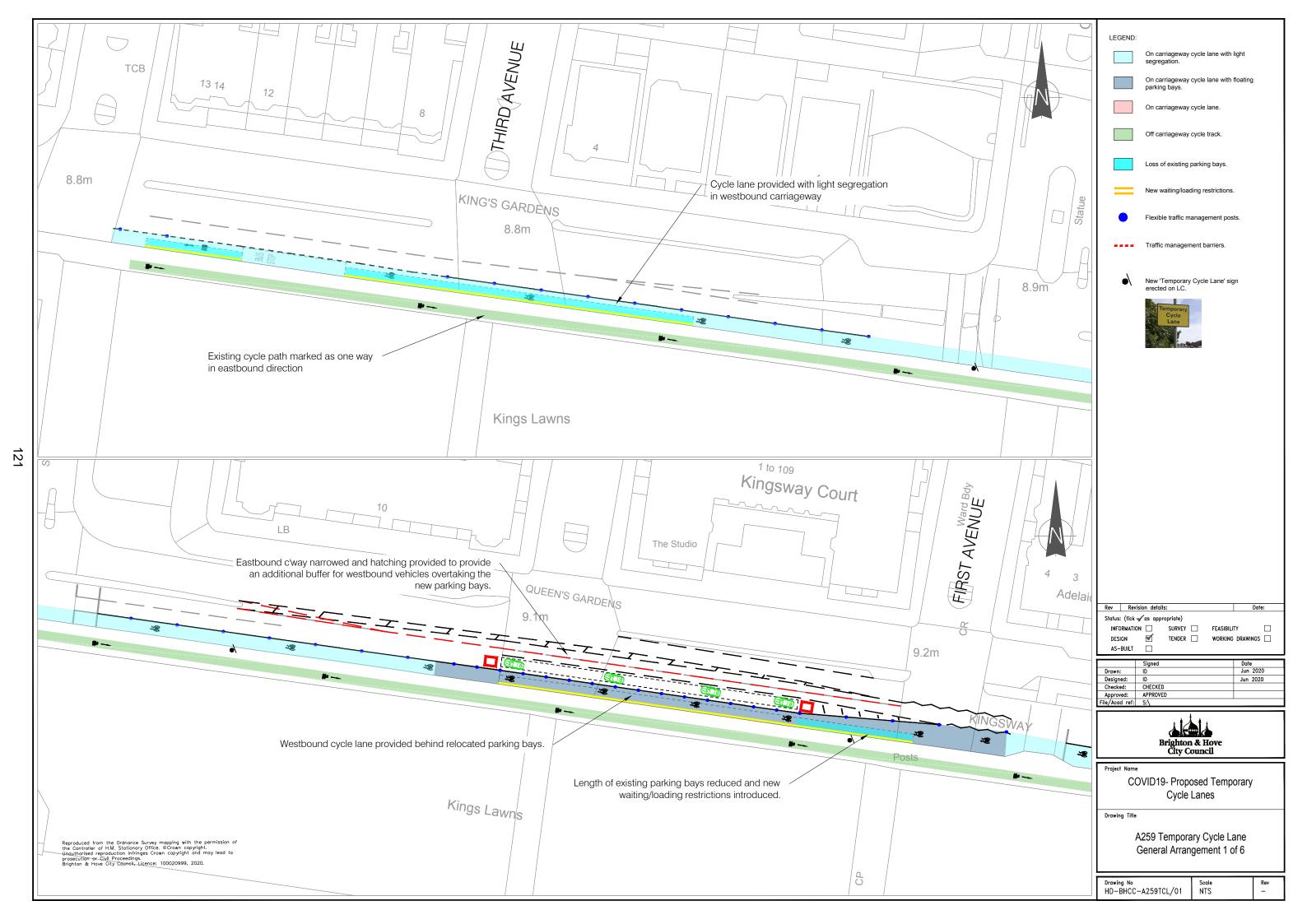
- 8.24. To implement where possible mandatory cycle lanes in place of existing advisory cycle lanes in Lewes Road
- 8.25. To note the awareness and signage measures being carried out on Basin Road South in relation to cycle safety concerns on this route, part of the National Cycle Network (NCN2).
- 8.26. To note the proposals for increased cycle parking and BikeShare hubs.

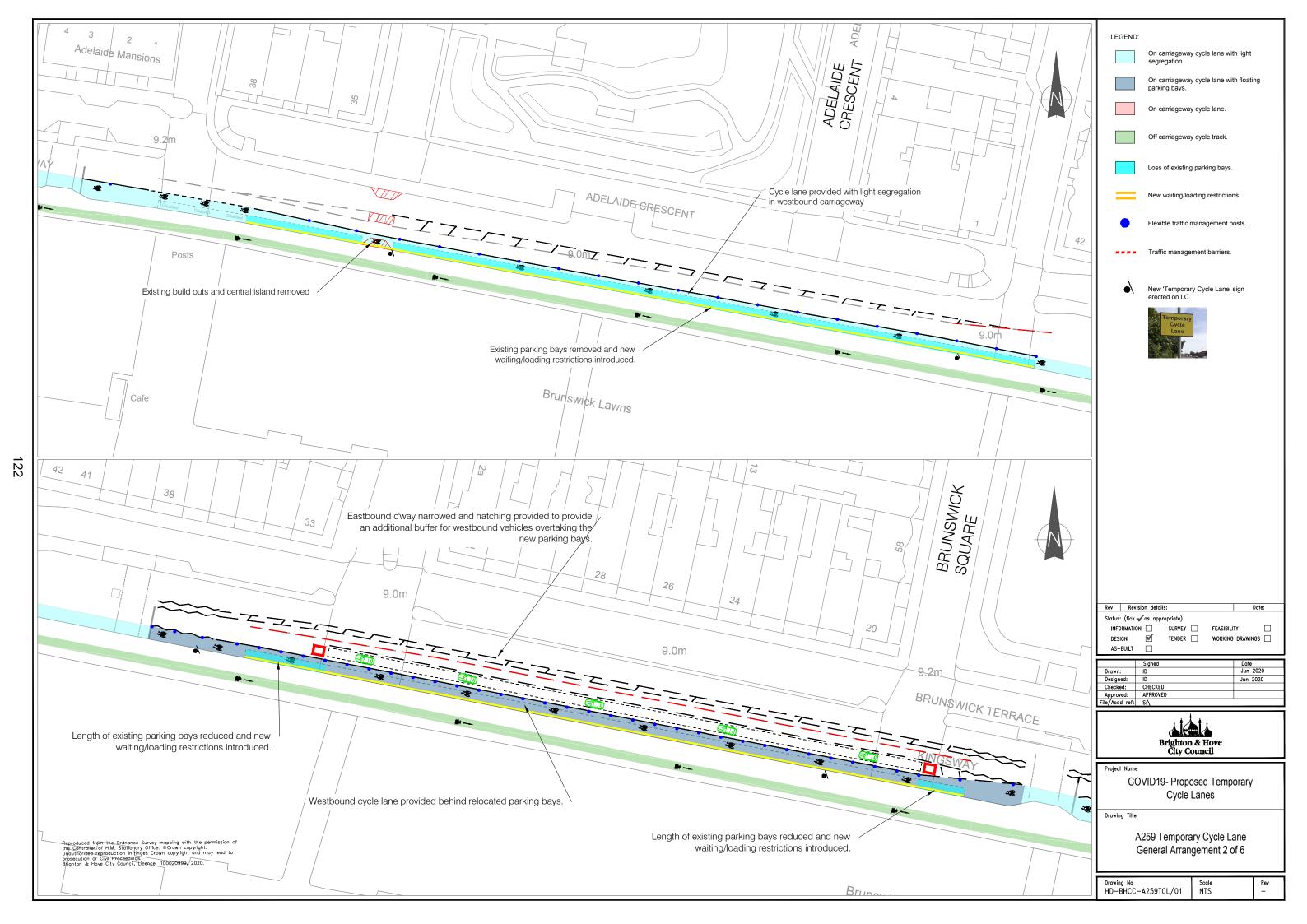


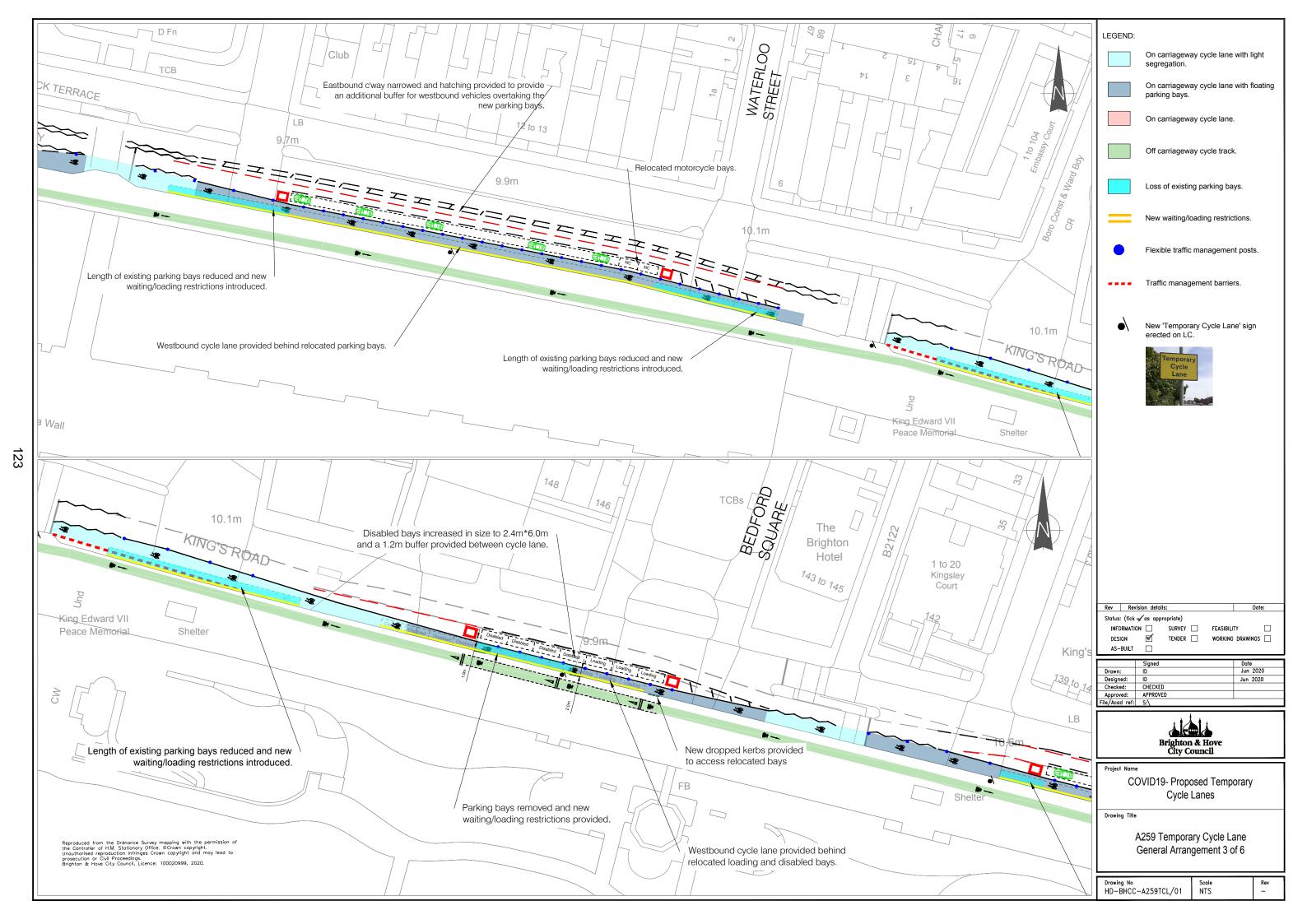


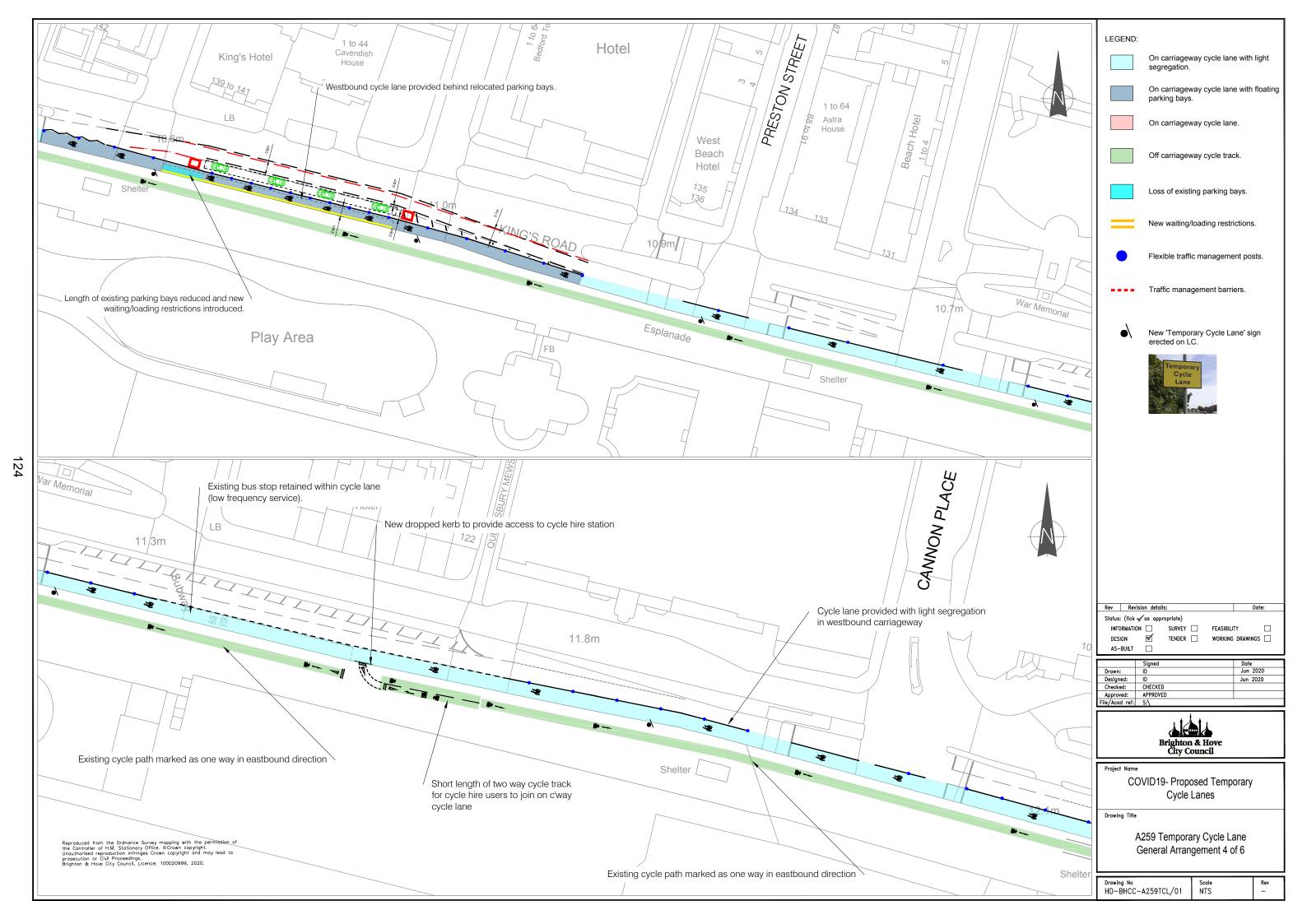


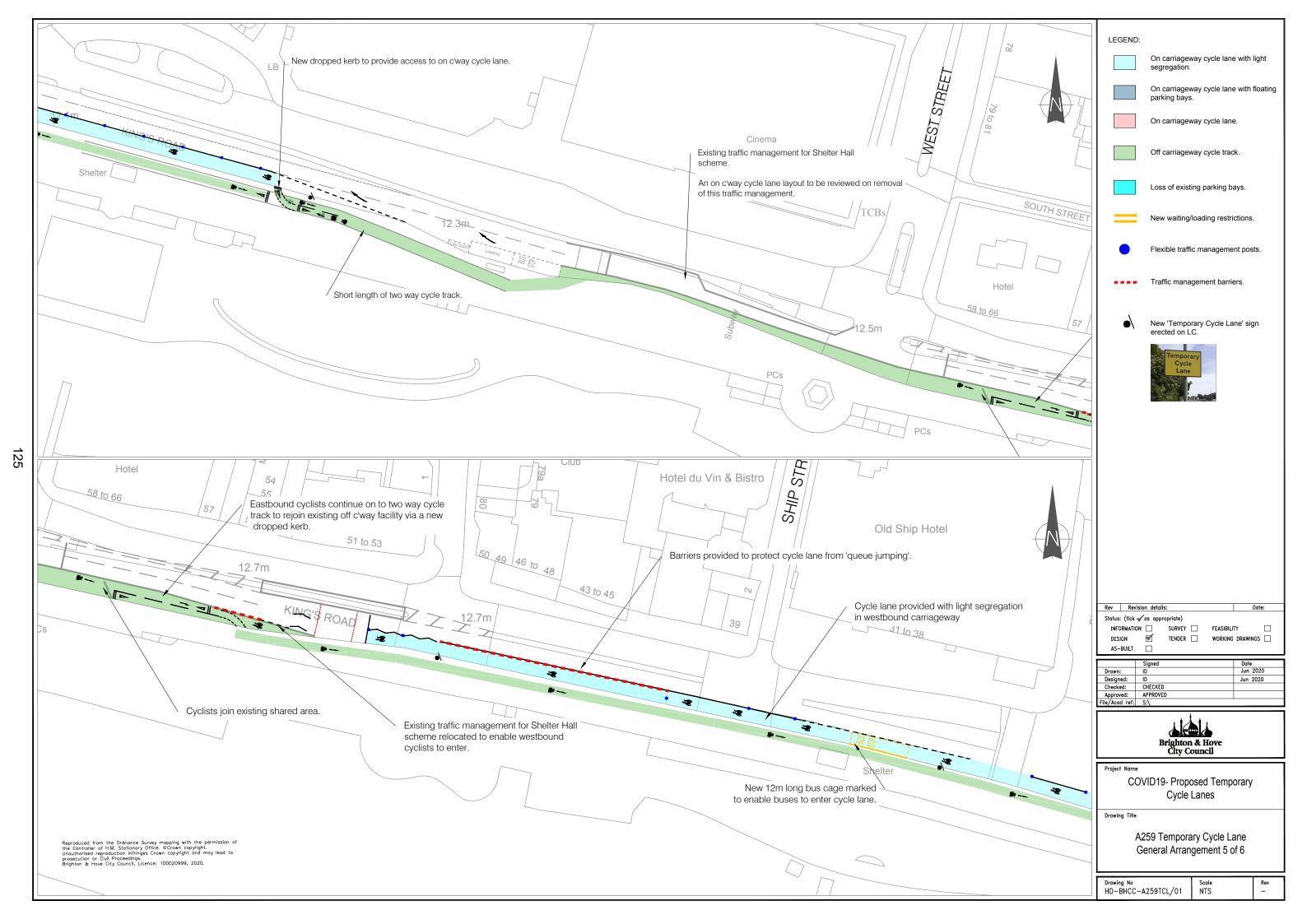


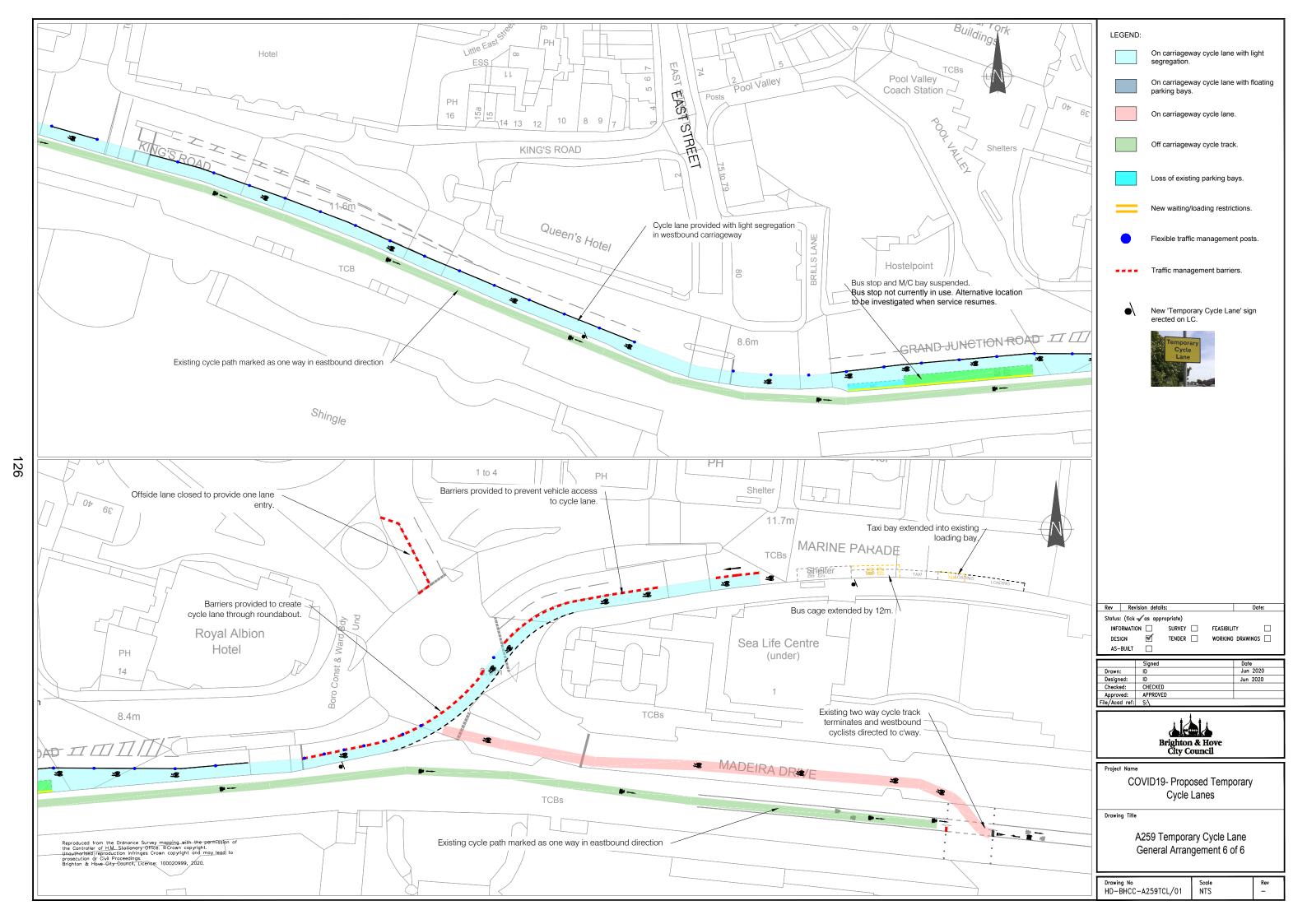














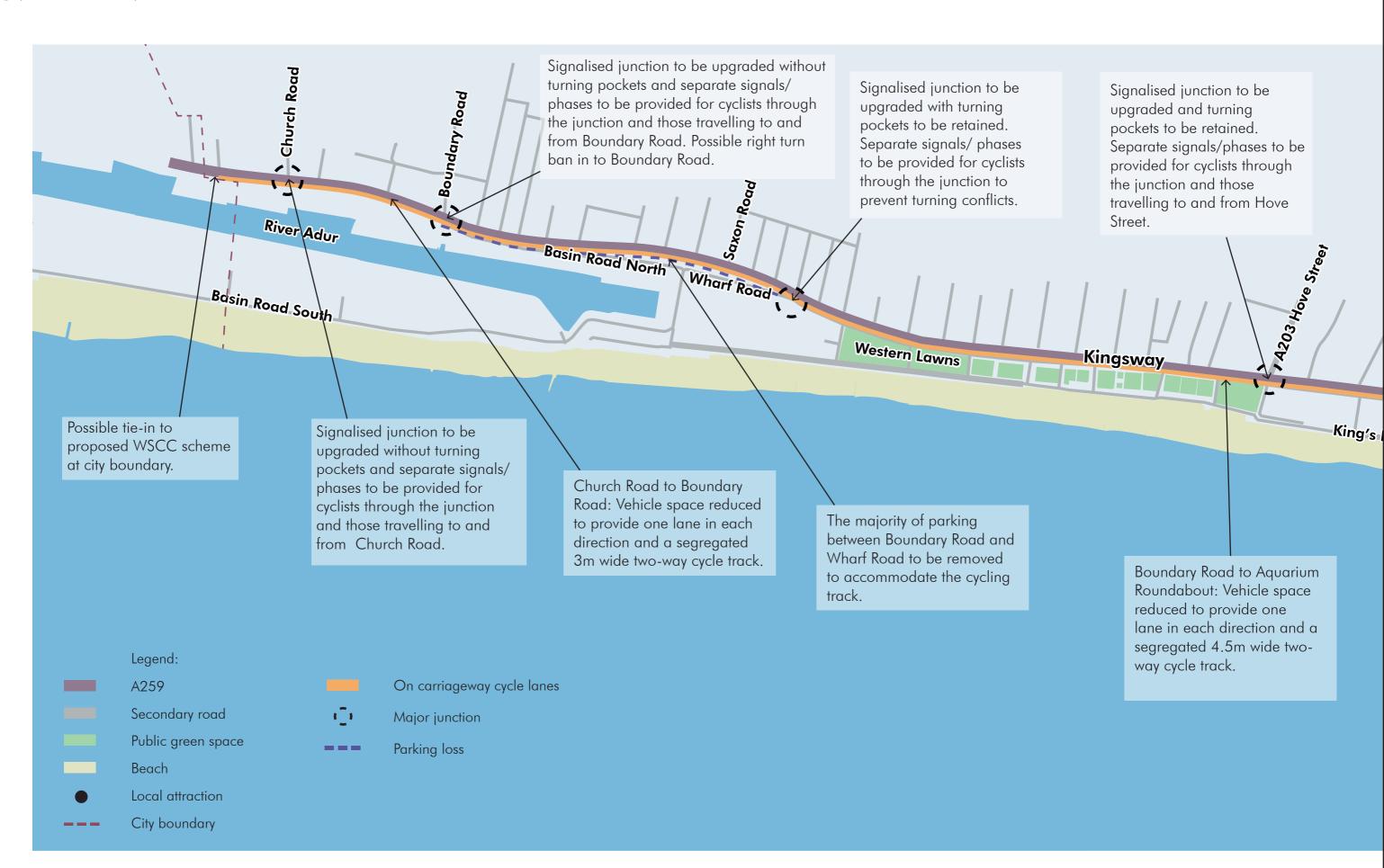


**A259 ACTIVE TRAVEL CORRIDOR** 

**FUTURE VISION** 

June 2020

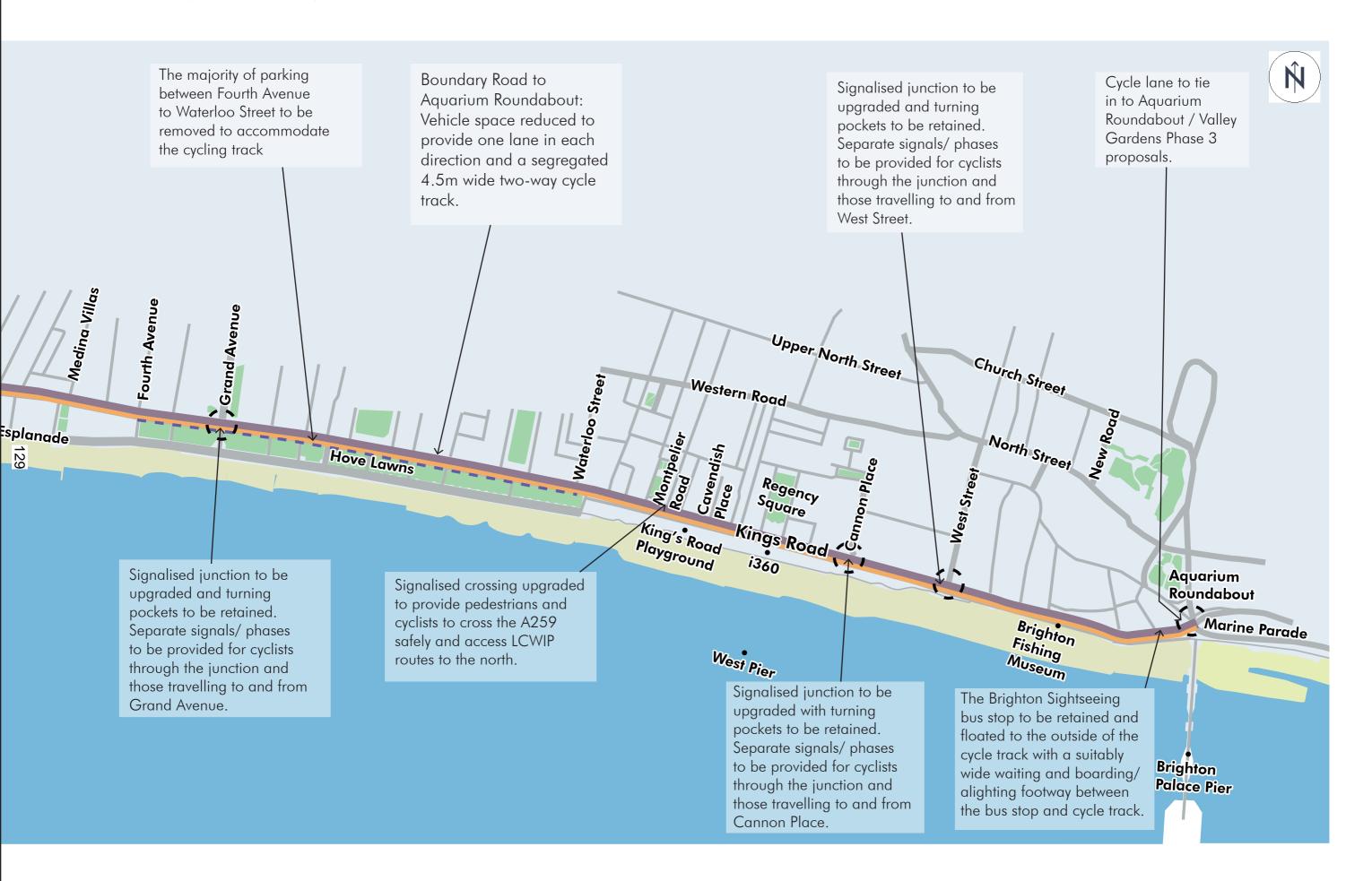








### **OVERALL PLAN (CONTINUED)**



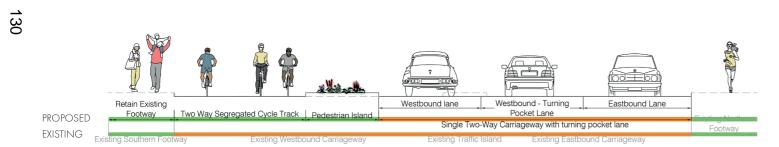




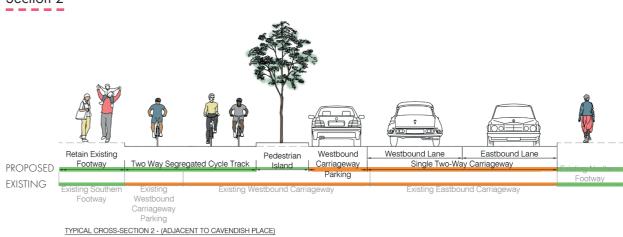
### **TYPICAL STREET SECTIONS - WEST FACING**





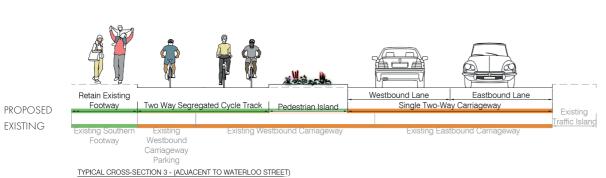


### Section 2



TYPICAL CROSS-SECTION 1 - (ADJACENT TO CANNON PLACE)





Section 4 PROPOSED existing

Central Pedestrian Parking/Loading Single Two-Way Carriageway TYPICAL CROSS-SECTION 4 - (ADJACENT TO MEDINA VILLAS)

Brighton & Hove City Council



### ORIGINAL PHOTO



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### 3D VISUALISATION





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