

Special Environment, Transport & Sustainability Committee

Date: 21 July 2021

Time: 4.00pm

Venue Council Chamber, Hove Town Hall

Members: **Councillors:** Heley (Chair), Lloyd (Deputy Chair), Wilkinson (Opposition Spokesperson), Nemeth (Group Spokesperson), Bagaeen, Davis, Fowler, Hamilton, Hills and Platts

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AGENDA

PART ONE

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PROCEDURAL MATTERS

20 PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
 - (a) Disclosable pecuniary interests;
 - (b) Any other interests required to be registered under the local code;
 - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public. A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

21 CHAIRS COMMUNICATIONS

22 PUBLIC INVOLVEMENT

To consider the following matters raised by members of the public:

- (a) **Petitions:** To receive any petitions presented by members of the public;
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 15 July 2021;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 15 July 2021.

23 MEMBER INVOLVEMENT

To consider the following matters raised by Members:

- (d) **Petitions:** To receive any petitions;
- (e) **Written Questions:** To consider any written questions;
- (f) **Letters:** To consider any letters;
- (g) **Notices of Motion:** to consider any Notices of Motion.

24 ACTIVE TRAVEL FUND

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Report of the Executive Director, Economy, Environment & Culture

Contact Officer: David Parker

Tel: 01273 292474

Ward Affected: All Wards

25 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 21 October 2021 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

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FURTHER INFORMATION

For further details and general enquiries about this meeting contact John Peel, (01273 291058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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- Do not re-enter the building until told that it is safe to do so.

Subject:	Active Travel Fund		
Date of Meeting:	21 July 2021		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Mark Prior	Tel: 01273 292474
	Email:	<u>Mark.Prior@brighton-hove.gov.uk</u>	
Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 At the Special Environment, Transport and Sustainability (ETS) Committee meeting on 18 December 2020, the Committee agreed to undertaking a consultation on the proposed Active Travel Fund schemes, for which £2.37m of government funding has been received.
- 1.2 This report outlines the consultation exercise undertaken on four of the Active Travel Fund schemes (Western Road, A23, A259 Fourth Avenue to Glendor Road, and Old Shoreham Road) and recommends proposals for the next steps of these schemes.
- 1.3 Nationally, government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Accompanying this is Local Transport Note 1/20 (LTN 1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes must adhere to the design principles set out in LTN 1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
- 1.4 Locally, the new Local Transport Plan 5 (LTP5) is being developed to help everyone move around the City more safely, sustainably, and easily. The initial direction of travel document ('*Developing a new Transport Plan for Brighton & Hove*') was presented to the ETS Committee on 22 June 2021 and the Committee agreed to the vision, key outcomes and principles set out in this. One of the key principles is shifting how people travel – prioritising walking and cycling for shorter journeys and public transport for longer journeys. The Local Cycling and Walking Infrastructure Plan (LCWIP) is in development and the draft strategic network identifies many strategic and priority routes, including all the routes being taken forward in the Active Travel Fund. The LCWIP will set out the strategic network for walking and cycling and will assist the Council in seeking funding for improvements.

- 1.5 In addition, the Council has committed to being net carbon neutral by 2030, the Carbon Neutral Programme identifies the transport sector for the largest share of the required cut in carbon emissions in the City, and includes a key action to develop a public realm which enables active travel.
- 1.6 Recommendations of the recent citizens' Climate Assembly noted a representative group of residents' own suggestions for improvement. These included '*cyclists should be prioritised over cars through well-designed cycle networks that are safe and practical for day-to-day use as well as leisure*', the '*creation of healthier low traffic/pedestrianised communities*' and to '*introduce a park and ride to minimise car use in the City*'.
- 1.7 Therefore, the purpose of this report and recommendations is to report on the results of the Active Travel Fund schemes consultation and assist in delivering active travel schemes which achieve both national and local outcomes.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees to the preliminary designs for the Western Road scheme (presented in Appendix 5), to the advertisement of a Traffic Regulation Order (TRO) (including for the proposed changes to loading bays and amendments to the bus lane in the vicinity of the Dyke Road junction), and the commencement of construction on elements of the scheme which do not require a TRO.
- 2.2 That the Committee agrees to the preliminary design for the A23 scheme (presented in Appendix 7), to initiate further discussion with key stakeholders to inform design development, to progress the development of designs, to undertake further public consultation and return to a future ETS Committee with detailed design recommendations on the A23 scheme.
- 2.3 That the Committee agrees to progress a trial Park & Ride site at Mill Road from Summer 2022, working with Brighton & Hove Bus and Coach Company.
- 2.4 That the Committee agrees to progress the development of improvements to the Phase 1 Old Shoreham Road cycle lane as a temporary scheme (from The Drive to Hangleton Road) and to undertake continued monitoring of the scheme. The improvements are as set out in Appendix 8, including temporary changes to increase vehicle capacity at the Olive Road / Stapley Road junction.
- 2.5 That the Committee agrees not to proceed with the Phase 2 Old Shoreham Road temporary cycle lane proposals at this stage.
- 2.6 That the Committee agrees to proceed with the proposed pedestrian crossing improvements to Old Shoreham Road at Newtown Road and Hove Park as set out in Appendix 8.
- 2.7 That the Committee agrees not to proceed at this stage with the proposals for Nevill Road, Windlesham Close, Weald Avenue and Stapley Road (access restrictions).

- 2.8 That the Committee agrees to progress the development of improvements to the Phase 1 Seafront A259 temporary westbound cycle lane (from West Street to Fourth Avenue) as an experimental scheme, including to disabled parking, as set out in Appendix 10, and to undertake continued monitoring.
- 2.9 That the Committee agrees to proceed with the proposals for Phase 2 of the Seafront (A259) temporary westbound cycle lane and proposals to introduce an experimental traffic scheme on King's Esplanade (and adjoining roads), as set out in Appendix 11.
- 2.10 That the Committee agrees to officers progressing with the Active Travel Fund 2021/22 bid to the Department for Transport (DfT), to secure future funding for schemes including consideration of Marine Parade, Old Town, A23 and Old Shoreham Road, as well as consideration of a 'Mini-Hollands' proposal for the City.
- 2.11 That the Committee notes the summary of the Active & Inclusive Travel Forum to date as set out in Appendix 16.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 As outlined in Section 1, the Government published its Gear Change Cycling Strategy and Cycle Infrastructure Design Guidance (LTN 1/20) last year. Active Travel Funding was made available to help local authorities in beginning to implement this. The Council submitted its bid for Tranche 2 of the Active Travel Fund in early August 2020. On 13 November 2020, government announced that Brighton & Hove City Council had been successful in securing £2,376,000; 100% of its indicative allocation.
- 3.2 The grant requirements state that pre-consultation must take place on schemes. A Consultation Plan setting out the Council's approach to the Active Travel Fund consultation was presented to and agreed by the ETS Committee on 18 December 2020. This Consultation Plan has been followed in carrying out the public consultation on four of the schemes, which ran from 1 February to 14 March 2021. A fifth Active Travel Fund scheme, Madeira Drive, was not consulted on with the other schemes as this is under a separate Experimental Traffic Order (ETRO) process.
- 3.3 From June to December 2020, a public feedback survey was put in place via the Council's website, in order to collect feedback in a consistent way on the Tranche 1 Emergency Active Travel Fund schemes, which were put in place within weeks of the government instruction to Local Authorities in May 2020.
- 3.4 The responses to the feedback survey are shown in Appendix 14; however, due to it not being a formal consultation, there was the opportunity for multiple responses which had the potential for abuse. The survey was also reactive and not proactive, i.e. not like a formal consultation where communications and postal materials would be focused on the areas around the scheme(s). The survey results have been utilised for the capturing of feedback which has informed scheme designs, as well as informing officers' approach to the *formal* consultation on some of the Tranche 1 schemes and others, which formed the Active Travel Fund formal consultation from February to March 2021.

- 3.5 A feature of the 2020 public feedback survey responses was that there was a large influx of responses once the survey opened, which then greatly reduced over time. This high number of responses in the early weeks of these schemes correlates with a settling down period, often seen when changes are made to the highway and road users are taking time to get used to a new layout. This is particularly true for temporary schemes that are put in place quickly.
- 3.6 The LCWIP is in development for the City and will be consulted on in autumn 2021. The draft strategic cycling network has been developed, building on an evidence base suggested by government as well as stakeholder input. All of the five Active Travel Fund routes feature in the draft LCWIP strategic network as priority routes to be taken forward. This means that these routes are identified as having the most strategic benefit to the City in terms of their potential to increase cycling levels, based on a number of factors including the national Propensity to Cycle Tool (PCT). Having the LCWIP in place will enable the Council to seek funding for improvements, which will then be looked into further with detailed design proposals.
- 3.7 The government has recently identified a further funding source via the Active Travel Fund for 2021/22, where Local Authorities are likely to receive similar amounts to that received in 2020/21 (£2.37m for BHCC). See Appendix 15 for further details in the letter from DfT. Funding can be for any stage of feasibility or design, and work must be completed by April 2023. Bids must be submitted to DfT by 9 August 2021. It is proposed that schemes to be considered for this funding bid include:
- **Marine Parade A259** – permanent scheme to introduce a cycle lane, tying in with the Valley Gardens Phase 3 scheme at Palace Pier roundabout.
 - **Old Town** – making temporary improvements, introduced as part of initial Covid-19 transport response measures, permanent in order to provide wider active travel benefits.
 - **A23** – feasibility study on improvements to the section between Valley Gardens and Preston Park (including Stanford Avenue / Beaconsfield Road).
 - **Old Shoreham Road** – funding for permanent improvements, to continue the ‘stepped track’ (currently in place from The Drive to Dyke Road), from The Drive to Hangleton Road, including junction improvements, in order to bring wider benefits for this section for cyclists, pedestrians and buses. Visualisations for what a future permanent scheme could look like on Old Shoreham Road have been included in Appendix 9.
- 3.8 The letter from DfT also invites Local Authorities to submit expressions of interest for a Mini-Hollands¹ scheme, building on the successes of three pilot areas in London. Officers are working up proposals to be included in the Expression of Interest, building on the evidence base of the LCWIP.

¹ Mini-Hollands were the name given by Transport for London to schemes in three areas of London. These received greater levels of funding to transform streets to provide Dutch-standards of infrastructure for pedestrians and cyclists and have seen significant increases in levels of walking and cycling (see DfT letter in Appendix 15). This approach has now been adopted by DfT who are inviting areas to bid for funding.

- 3.9 The Council has now set up the Active & Inclusive Travel Forum for the City, a forum to collaborate with partners on active & inclusive travel. The forum has had two meetings, in March and July 2021, and a summary of the forum so far is included in Appendix 16.

4. ACTIVE TRAVEL FUND CONSULTATION

Consultation summary

- 4.1 The public consultation ran from 1 February to 14 March 2021 during a period of Covid-19 national lockdown with associated restrictions on travel and social mixing. Results may have been influenced by this as non-essential travel was severely limited. Post lockdown travel mode could have been in a state of change for many respondents. Any references to pre-pandemic travel and current (at the time of the survey) travel or behaviour are therefore indicative only.
- 4.2 Information packs were posted to 7,189 addresses in roads immediately surrounding each of the four schemes. In addition, 18,091 postcards were sent to wider areas. In both cases, respondents were invited to complete a survey online. An email address and an answerphone message were available to request paper copies of the questionnaire (also in large print) and to enquire about a translation service.
- 4.3 The consultation was also promoted by the Council's communications team using the Council website, local printed press, and social media campaigns. In addition, the consultation was promoted to local interest groups via email. Focus groups / workshops were also held with both interested groups and stakeholder groups.

Consultation survey feedback – Introduction

- 4.4 In total, 4,695 responses were received to the consultation survey, from 4,405 individual households, with multiple members of many households making individual submissions. As context in relation to other consultations, for the most recent Valley Gardens phase 3 project consultation, the number of public consultation responses received was 463.
- 4.5 Overall, the response rate from households who received promotional materials by post was 6.4%. Of the 1,618 respondents within the mail out areas, 1,022 (63.2%) said that they heard about the consultation via the information leaflet or postcard that they had received. Overall, for survey respondents, the highest single response was that 37% of respondents became aware of the consultation via social media. Social media is fast becoming the most popular way of hearing about consultations as details are easily shared and promoted.

- 4.6 Respondents over 45 (but under 75), those identifying as disabled, and car drivers, are over-represented when compared to 2011 census data, whereas younger people are under-represented. Schools were in lockdown and largely closed to pupils during the consultation period so opportunities to engage directly with schools/ pupils were unfortunately limited. The above needs to be taken into account when reviewing the findings of the survey.

Public opinion survey – Summary

- 4.7 The first section of the consultation survey was a general public opinion survey, featuring a range of questions taken from DfT guidance document for Local Authorities carrying out Active Travel Fund surveys. This allowed the Council to gather information on the wider context of travel behaviour and opinions.
- 4.8 The following provides headline results from the public opinion survey (full results are outlined in Appendix 1):
- Respondents were asked about their travel habits both pre pandemic and currently (February - March 2021). Responses suggested how things may have shifted over the course of last year, though travel behaviour is in a state of change due to the national lockdown and post-lockdown recovery. **(Appendix 1, Table 4.1.2/3)**
 - Regular travelling in the City² has decreased when comparing responses between pre pandemic travel and current travel, reflecting lockdowns and the need to work from home where possible.
 - In terms of active travel use since the pandemic, almost a third of respondents have switched some of their short journeys from car or van to walking and cycling; with a large number of respondents using active travel for leisure journeys as fewer journeys to work and other destinations are being made – the survey showed that 53% of respondents are working from home or working from home more than prior to the pandemic. **(Appendix 1, Table 4.1.5)**
 - When compared to car and van ownership levels for the City from the 2011 census, there was an over representation of car owners responding to this consultation. **(Appendix 1, Table 4.1.1)**
 - Respondents rated the condition of pavements in their local area as poor or very poor across all areas of the City. **(Appendix 1, Table 4.3.1)**
 - 50.2% of respondents support or strongly support reallocating road space to walking or cycling in their local area. **(Appendix 1, Table 4.3.6)**
 - When asked whether the Council should be taking action to improve conditions in certain categories, across all four of these (air quality, traffic noise traffic congestion and road safety), over 50% of respondents agree or strongly agree that the Council should act. The area which most respondents agree with is to improve road safety (78.2%). Respondents were less concerned with action to reduce traffic noise (56.1%). **(Appendix 1, Table 4.3.4)**

² 2-5 days a week or more

5. WESTERN ROAD

Scheme proposals – Western Road

5.1 The proposals included in the consultation for Western Road aim to bring benefits for pedestrians, cyclists and bus users, as well as help in rejuvenating the street and supporting businesses. The proposals were:

- A resurfaced road and pavements between the Clock Tower and Montpelier Road.
- Improved pedestrian crossings.
- Greater priority for pedestrians crossing at side roads.
- Simplified road layout.
- Improvements for cyclists at junctions.
- Improved junctions at Dyke Road and Clock Tower.

Consultation survey results – Western Road

5.2 2,680 responses were received to the Western Road questions. These responses highlight a large number of current issues experienced by respondents when using Western Road, as well as providing feedback on the proposals. The full responses in Appendix 1 should therefore be referred to; however, an overview of the most common responses is provided below.

5.3 There is dissatisfaction with the current conditions for cycling with cyclists giving an average satisfaction score of 3.8 out of 10. However, there is a large difference from the score given by drivers who gave cycling conditions a score of 6.1. (**Appendix 1, Figure 5.1.20**)

5.4 The walking environment received an average satisfaction score of 5.5 out of 10. This was largely consistent across all user groups with car drivers giving a slightly more favourable average score of 6.3. (**Appendix 1, Figure 5.1.11**)

5.5 The most common current issues noted by respondents in the survey were safety and limited facilities for cyclists, difficulty crossing the road as pedestrians and bus users, inconsiderate parking and the condition of the road and pavements. (**Appendix 1, Table 5.1.4**)

5.6 Almost three quarters of respondents (73.2%) said they feel safe walking during the day in Western Road; however, this fell to under a third of respondents (31.8%) after dark. (**Appendix 1, Table 5.1.12**) This is supported by respondents' comments, which tend to focus on wider issues in the City centre environment, rather than travelling in / through the area. The most common improvements respondents would like to see were more trees and planting, improved pedestrian crossings (especially at Churchill Square and the Clock Tower), provision of cycle facilities and reduced anti-social behaviour. (**Appendix 1, Table 5.1.7**)

- 5.7 The proposals were generally positively received. This was true for those with disabilities and those without, and across respondents using a variety of modes in the area. The most common comments raised were requests for further improvements for cyclists, followed by comments relating to the number of buses and suggestions these should be reduced or rerouted. Other common issues raised included the cleanliness of the area, anti-social behaviour and requests to further limit private vehicles and/or pedestrianise the City centre. (**Appendix 1, Table 5.2.1/2/3**)
- 5.8 Paragraphs 5.15 to 5.19 and Table 1 outline how the designs have responded to the issues raised and feedback received where possible.

Stakeholder workshop / focus group feedback – Western Road

- 5.9 As part of the consultation, officers organised stakeholder workshops which local groups and organisations were invited to. A summary of feedback provided is included in Appendix 2 with design responses provided in Table 1.
- 5.10 The responses generally reflect those to the general consultation but with more detail provided on specific issues. This includes representations from cycle groups highlighting the need to improve cycle safety with some requesting dedicated space for cyclists, particularly around Churchill Square. Disability groups have made more general requests for additional disabled parking in the City centre, although the Western Road proposals do not impact on current disabled parking spaces. Brighton & Hove Buses support the expected benefits of the proposals for bus journey times; however, expressed a desire to retain bus stop capacity in Churchill Square with concern at crossing improvements which would reduce this.
- 5.11 Focus groups were also held in order to gather feedback, these were held with younger people, older people and disabled people. Feedback again generally reflected the general survey / workshop feedback, with pavement and crossing improvements particularly welcomed by disabled people. Clearer information was requested for bus passengers and the issue of street clutter highlighted.

Monitoring – Western Road

- 5.12 A permanent traffic counter is located on Western Road near Waitrose. Because of traffic restrictions further east, this is the busiest point along the street for general traffic. The counter provides long-term general traffic data from before the pandemic. Typically, this averaged approximately 6,000 vehicles per day (two way, 6am to 10pm) before the pandemic.
- 5.13 The pandemic has disrupted the ability to get neutral data for other modes; however, cycle counts were collected over a two week period in April-May 2021, recording approximately 860 cyclists per day on average (two way, 6am to 10pm). Additionally, pedestrian crossing surveys and junction turning counts have been completed to inform the detailed design.
- 5.14 Officers plan to replicate these surveys following the implementation of the scheme. Monitoring periods will be consistent with DfT guidance. See Appendix 3 for the monitoring report.

Conclusion – Western Road

- 5.15 The scheme proposals have been developed further since the consultation, building on feedback raised. The preliminary designs and an artist's impression of what the scheme could look like are provided in Appendix 5 and 6. The main features of the design are:
- Simplification of the road layout with a central strip provided to help with informal pedestrian crossing. Other pedestrian crossings would be retained and improved.
 - Pavement widening either side of the informal crossing between Imperial Arcade and Churchill Square, shown on the image in Appendix 6. This is designed to reduce the crossing distance and make it easier to cross between buses.
 - Removal of Clarence Square bus stops. This is because they are very close to Churchill Square, it will help provide additional pavement space and speed up buses.
 - Relocation of westbound Waitrose bus stop to near the junction with Sillwood Road. This is in order to create a simpler approach to the junction with Montpellier Road.
 - Redesign of the Dyke Road junction with Western Road. This would remove the traffic lights and make Dyke Road a priority ('give way') junction but with traffic light crossings being retained on Western Road for pedestrians. This change would reduce waiting time for pedestrians at the Clock Tower and speed up bus journeys through the area. The bus gate restriction would be relocated from Churchill Square to the Clock Tower with access to Queen Square instead being provided via Dyke Road.
 - Additional cycle parking, seating and tree planting.
 - New loading bay opposite Sillwood Road.
- 5.16 Table 1 summarises how these proposals respond to the main comments received in the consultation. The designs aim to respond to the main issues raised. The nature of the street where there is high demand from pedestrians, cyclists and buses, as well for loading and space available means there is a need for compromise to accommodate the needs of all users. Implementing some of the requests in full are likely to have a negative impact on other users and/or mean the scheme is not able to meet the project objectives.
- 5.17 Consideration also needs to be given to the purpose of the funding with the majority for this project coming from the Highways Maintenance Challenge Fund. This is primarily for resurfacing of the carriageway and footways. Similarly, the Active Travel Fund is for improvements to walking and cycling. Responses to stakeholder requests therefore need to take account of this and the overall budget available.

- 5.18 The scheme does not at this stage include restrictions to traffic on additional side roads, such as Preston Street and Dean Street. This will require further investigation in terms of the impact of vehicle diversions and additional measures which may be required on other roads. It is recommended that this be progressed as a separate project. The timing of construction for Western Road could be phased, for example, with the junctions of side roads which may be left until later in the programme.

Table 1: Design response to feedback – Western Road

Consultation feedback	Design response
Request for segregated cycle facilities	<p>A cycle lane concept design has been considered. However, this would be relatively narrow. In addition, for it to be continuous, pedestrian islands would need to be removed and pavements narrowed in some areas. Given the very high footfall in this location and high demand for pedestrian crossings, this was not considered appropriate in this location.</p> <p>In response to some stakeholder comments, a revised option focusing on widening of footways was considered with no central crossing area. The disadvantage of this option was that there would be a less noticeable change to the feel of the street. It would again disadvantage pedestrians by removing frequent crossing points and encourage higher speeds.</p> <p>Officers acknowledge the desire for segregated cycle facilities through Churchill Square. However, the area in front of Churchill Square forecourt is private land and it would not be possible to extend into this area within the budget or programme for this project. This would significantly impact on bus stop capacity with no alternative locations identified. This is very likely to introduce more problems with queuing and overlapping buses which is itself not desirable for cyclists.</p> <p>Overall, the Western Road scheme will provide a benefit for cyclists by reducing the dominance of road space, encouraging low speeds and providing a smoother road surface. It incorporates the latest government guidance on lane widths and reducing pinch points for cyclists.</p> <p>The complexity of the location and addressing conflicting challenges has been acknowledged by stakeholders.</p>

Consultation feedback	Design response
Request for more cycle parking, including around Churchill Square	The designs identify an opportunity to double the number of cycle parking stands and better locate these close to key destinations. The exact sites and number of stands will be subject to detailed design.
Request to provide additional BTN Bikeshare hub	The design would allocate space for this close to Churchill Square where there is currently a gap in cycle hire provision. Delivery of a new hub would be subject to a separate process and approvals.
Request to open Air Street and/or the Clock Tower quadrant for cycling to improve the left turn from the Clock Tower to Queens Road	<p>The Clock Tower quadrant was closed to traffic several years ago. Consideration has been given to options for routing cyclists through this area; however, this would introduce cyclists into a busy area for pedestrians and is deemed to cause a greater problem than it solves. Air Street is not considered to be desirable for the same reason and government guidance (LTN 1/20) now advises cyclists are kept separate from pedestrians.</p> <p>However, the intention is to provide cycle priority at junctions which will help cyclists to negotiate this difficult left turn in advance of vehicles.</p>
Removing traffic islands / chicane could cause an increase in speeding	The design will provide a central area to help pedestrians cross. The design is intended to reduce the dominance of vehicle traffic and encourage low speeds.
Concern at impact of improving the pedestrian crossings opposite Churchill Square on capacity for buses at bus stops	There is a need to improve pedestrian crossings with surveys showing very high demand at present (surveys in April 2021 recorded approximately 9,000 pedestrians crossing on a weekday and 14,000 on a Saturday). The need to improve crossings was also a common issue raised in the consultation, including by bus passengers. The proposal intends to balance the needs of all by improving the area for pedestrians, whilst recognising its importance as an area for bus interchange.
Request to increase disabled parking	The scheme focuses on Western Road and no disabled parking is expected to be impacted by the proposals. Additional loading space is proposed which can be used for drop-off / pick-up. However, because of the need to provide loading for businesses, converting loading bays to disabled parking is unfortunately not deemed to be a practical option.
Request for more tree planting	There is an opportunity to increase the number of trees as part of the design. The exact locations will be subject to detailed site investigations.

Consultation feedback	Design response
Need to address street clutter	The scheme aims to remove unnecessary street furniture and better organise that which is required, such as cycle parking and benches.
Requests to improve the cleanliness of the area	The scheme proposals should enhance the public realm by removing or replacing old street furniture. This will be complemented by separate work by CityClean, agreed by ETS on 22 June, to reduce the number of bins, particularly commercial bins which have increased in recent years.
Request for additional side road closures	This is likely to enhance the Western Road scheme by removing unnecessary through-traffic. However, there is a need to consider essential access and the impacts of diverted traffic. It is recommended this be taken forward as a separate project.
Request to do more to enforce abuse of parking and loading restrictions	The proposals include a new loading bay near Sillwood Road. There is currently limited loading provision in this area which is where contraventions are greatest. Broader requests have been made for more restrictions west of Montpelier Road. This is beyond the scheme area but can be considered as part of future work.
Concern around disruption during construction	It is acknowledged the scheme will be disruptive and construction work could take up to two years. However, this would be phased to minimise the impact on businesses at any one time. There is a critical need to resurface the road and pavements on Western Road. A comprehensive scheme, including renewal of street furniture, lighting etc. would be less disruptive than repeated work in future years if resurfacing was carried out now on its own. Officers will be working closely with businesses and bus operators to ensure that disruption can be kept to a minimum, as well as community and disability groups to ensure access throughout works. Priority will be given to ensuring pedestrians can access businesses as they continue to recover from the pandemic and work will be paused where possible during key trading periods.

- 5.19 The recommendation in Paragraph 2.1 requests that members approve the preliminary designs. This will allow a contractor to be procured and construction to start on certain elements such as footway resurfacing in Autumn 2021. Other aspects of the design, such as changes to loading and bus lane restrictions will be subject to further public consultation in August/September 2021 through the Traffic Regulation Order process. Officers will present the results of this consultation and the proposed next steps to a future ETS Committee.

6. PRESTON CIRCUS TO PATCHAM ROUNDABOUT (A23)

Scheme proposals – A23

- 6.1 As part of the *Active Travel Fund Tranche 1* work that took place in 2020, a cycle improvement scheme was proposed for Preston Road between Stanford Avenue and Argyle Road, as well as Campbell Road, and Argyle Road itself. The scheme proposals featured a point-closure of Argyle Road at the junction with Preston Road, and a temporary bi-directional cycle lane segregated by temporary barriers between Argyle Road and Stanford Avenue. The scheme was not progressed to implementation due to unresolved impacts on CityClean's services and limitations on essential access for businesses on Campbell Road via Argyle Road. These design ideas and lessons learned have been considered when developing preliminary designs for the wider Tranche 2 scheme.
- 6.2 The *Active Travel Fund Tranche 2* A23 scheme focuses on the section of the A23 (London Road/Preston Road/Patcham-By-Pass) between the A23/Mill Road roundabout at the north of the City, to the junction with Argyle Road in the south. Within this scope, consideration has also been given to Stanford Avenue between Preston Road and Beaconsfield Villas.
- 6.3 The A23 forms part of the National Cycle Network (NCN) Route 20 but current cycle infrastructure on the route is inadequate, inconsistent and falls short of the current national design standards for cycling (LTN 1/20). These standards promote high quality cycle facilities, including protecting and separating cyclists from vehicles and pedestrians to ensure safety and promote an increase in cycling.
- 6.4 In line with the new national design standards, the scheme principles were outlined within the Active Travel Fund consultation and include: reallocation of road space for Active Travel infrastructure improvements along this strategic corridor including permanently widening the existing on-road cycle facility and provision of light segregation; key permanent junction upgrades; improvements to bus lanes; and provision of floating bus stops wherever possible.

Consultation survey results – A23

- 6.5 1,977 responses to the A23 scheme concept proposals were received, responses are summarised below. Further information can be found in Appendix 1.
- 6.6 Respondents were first asked about how they currently used the area and specific problems they encounter.
- 6.7 Driving a car or van was the most common main mode of travel in this area by respondents, followed by walking and cycling (**Appendix 1, Table 6.1.2/3**). A large number of respondents said that they mostly used this route to get to other destinations, reflecting the fact that the A23 is a main artery into and out of the City. It should also be noted, however, there are popular destinations in the area, in particular the many parks and green spaces along this route. (**Appendix 1, Table 6.1.4**)

- 6.8 Problems and/or issues along the corridor were raised about cycling infrastructure, walking conditions, and road conditions. The top problems and/or issues by number of comments regarding 'getting around the area' included: a lack of safe cycle infrastructure (cycle lanes/routes), too much traffic congestion, and the condition of the road and pavement. **(Appendix 1, Table 6.1.5)**
- 6.9 The problems users face in this area vary depending on the main travel mode used. Cyclists are mostly concerned with lack of routes; pedestrians with various elements of the pavement quality; and car drivers are concerned with various elements including road condition and congestion. Respondents travelling by bus also made several comments about the difficulties they face moving around the area as a pedestrian. **(Appendix 1, Table 6.1.6)**
- 6.10 Respondents were asked to highlight any issues with three key junctions in the area, namely Preston Drove, Tongdean Lane, and Carden Avenue. Of these, the Preston Drove junction was mentioned the most. There were slight differences in which junctions people commented on depending on whether they identified as having a disability or not, and the severity of their disability. **(Appendix 1, Table 6.2.10)**
- 6.11 The most common suggested improvements were around improving safety conditions and infrastructure for cyclists, followed by the addition of more trees and vegetation, improving air quality/reducing pollution, and improving the condition of the road. **(Appendix 1, Table 6.1.8)**
- 6.12 When looking at the top five improvements by each main mode used to travel in the area, the introduction of more trees and vegetation is common across all main modes cited by respondents, despite much of this route running alongside parkland and wide grass verges. Other top improvement suggestions by mode include widening pavements and improving pedestrian crossing points, improving cycle safety and the existing infrastructure on the route, reducing traffic and congestion, and improving the condition of the road. Bus users' suggestions mostly mirrored those of pedestrians with the addition of improving pavement conditions and reducing bus fares. **(Appendix 1, Table 6.1.9)**
- 6.13 Respondents were asked to score walking conditions from 1 to 10 (where 1 is poor and 10 is excellent). The average satisfaction score across all respondents for walking conditions in the area is 5.8. Car drivers and bus users gave walking and cycling conditions higher scores than those who walk and cycle in the area: 6.4 and 5.8 respectively compared to only 5.2 for pedestrians and cyclists. **(Appendix 1, Table 6.1.11/12/13)**
- 6.14 70.5% of respondents felt safe or very safe walking in this area during the day, falling to just 39% after dark. **(Appendix 1, Table 6.1.14)**. However, from the additional comments provided it is clear that respondents feel less safe walking after dark due to the environment in this area, rather than specific travel related issues. Only 3.9% of female respondents felt safe walking in the area after dark compared to 10.7% of male respondents. Levels of safety were much more similar between the two genders during the day. **(Appendix 1, Table 6.1.16)** Results also showed that respondents who identified as having a disability were slightly less likely to feel safe or very safe at all times of the day.

- 6.15 Respondents were asked to score cycling conditions from 1 to 10 (where 1 is poor and 10 is excellent). The average score of cycling conditions in the area is 5.0. (**Appendix 1, Table 6.1.20/21**)
- 6.16 In a similar pattern to the scores for walking conditions in this area, car drivers rated cycling conditions as 5.9, above the overall average score. Cyclists had much lower average score of 4.3 for conditions in the area, with walkers and bus users scoring in between the two extremes (5.1 and 4.9 respectively). This suggests car drivers perceive cyclists to have better conditions and facilities in this area than cyclists state they experience. (**Appendix 1, Table 6.1.22**)
- 6.17 Respondents deemed cycling less safe than walking with only 32.6% indicating they felt safe or very safe cycling here during the day, falling to 22.8% after dark. In total 429 respondents said they felt unsafe or very unsafe cycling in the area during the day, and 491 said they felt this way after dark. Comments relating to heavy traffic, inconsistent lanes and traffic speed were mentioned by those feeling unsafe. (**Appendix 1, Table 6.1.24**)
- 6.18 The route from Preston Circus to Patcham Roundabout is long and varied and therefore when asking specific questions about usage, the questions split the route into three distinct sections. These sections included Preston Road and Stanford Avenue (south of Preston Park), Stanford Avenue to Preston Drove (running alongside Preston Park), and Preston Drove to Patcham Roundabout. (**Appendix 1, Table 6.2.1**) The southerly end of the route was more likely to be used by pedestrians, but further north on the section furthest away from the City centre cycling is more common than walking. (**Appendix 1, Figure 6.2.2**)
- 6.19 Early proposals for this area included new and updated cycle lanes and improved junctions at several points along the route, respondents were asked to give their views on the plans.
- 6.20 Over 50% of respondents said they were either likely or highly likely to use the new cycle lanes on the two most southernly sections (Preston Road and Stanford Avenue; Stanford Avenue to Preston Drove), and this fell to just under 50% for the most northernly section (Preston Drove to Patcham Roundabout). (**Appendix 1, Table 6.2.3**)
- 6.21 Around 35% of respondents said they were very unlikely to cycle on these new and improved lanes, this reflects the finding from the public opinion section of the consultation that 30% of respondents do not cycle.
- 6.22 In addition to this around 35% of respondents who said they didn't currently travel in this area, and around 6% of respondents who currently do not cycle said they would be likely or highly likely to use the new cycle lanes along these three sections.

Stakeholder workshop / focus group feedback – A23

- 6.23 As part of the consultation, officers organised stakeholder workshops which local groups and organisations were invited to. A summary of feedback provided is included in Appendix 2 with design responses provided in Table 2. Initial thoughts on the proposal were largely positive.

- 6.24 During stakeholder workshops, some concerns were raised by stakeholders around the potential of shortening the length of bus priority lanes and the perceived reduction of space on roads for buses to safely navigate.
- 6.25 The most commonly suggested solutions to the problems raised were reducing speed, separating the shared pedestrian and cyclist routes, reducing width of side road entry points, and improving pedestrian crossing points.
- 6.26 Across all workshops, numerous junctions along the route were identified as needing improvement. The top three junctions perceived as requiring the most attention were The Deneway, Carden Avenue and Tongdean Lane.
- 6.27 Focus groups were also held in order to gather feedback, these were held with younger people, older people and disabled people. Items raised included concern around bus boarders / floating bus stops³ and ensuring there is enough space for pedestrians, concerns around pedestrian / cycle conflict, wider connectivity of the route needed (e.g. further south via Preston Circus)

Monitoring – A23

- 6.28 Pre-scheme monitoring along the corridor has been undertaken, data gathered includes pedestrian and cycle counts, journey time surveys, speed data, and turning counts. Data was gathered on three neutral days, including one Saturday giving an indication of general usage.
- 6.29 Much of the data gathered during this monitoring phase will be used to inform junction design and modelling, to compare data at various stages of the scheme, and to provide insight into existing highway usage.
- 6.30 Air Quality data is also gathered annually from sensors stationed in Preston Park and near the junction of South Road and Preston Road. The data from these sensors will be compared in the future once the scheme has been implemented to assess the impact on local air quality.
- 6.31 It should be noted at this point that the pre-scheme monitoring period was undertaken in May and June 2021 and the data will reflect the fact that there were still Covid-19 restrictions in place at this time.
- 6.32 Themes emerging from the first monitoring phase indicate that, as reflected in responses from the public consultation survey, numbers of cycle users are higher in the southern sections of the scheme than the north. Pedestrian numbers follow the same trends with higher counts of north/south corridor journeys being recorded in the southern sections.

Conclusion – A23

³ A floating bus stop is where cyclists are diverted behind the bus stop, as on Lewes Road. A bus boarder is where the bus stop is built out into the road. In this case, the bus boarders would be shared between pedestrians (bus passengers) and cyclists. Examples in the City, include Old Shoreham Road between the Drive and Dyke Road.

- 6.33 The preliminary design proposals as shown in Appendix 7 have been developed to meet the scheme principles, follow on from the initial designs, and have been informed by the results of the initial consultation. They also take into account design principles set out in Local Transport Note 1/20. These proposals have considered initial public consultation and stakeholder feedback, pre-scheme highway monitoring information, as well as officer knowledge of the route.
- 6.34 Key improvement proposed within the preliminary designs include the widening of existing cycle lanes through the reallocation of road space; provision of wider footways through relocation of existing cycle lanes; separation of cycle lanes from footway and traffic lanes; improvements to pedestrian crossing facilities; bus stop upgrades to floating bus stop and bus boarder arrangements; improvements to existing bus lanes; cycle and pedestrian improvements at Preston Drove, South Road, and Stanford Avenue junction and the signalisation of Tongdean Lane, The Deneway, and Carden Avenue junctions; side-road entry treatments throughout the corridor; and improvements to the general road layout throughout the corridor, including decluttering.
- 6.35 The preliminary design proposals include some areas of parking rationalisation, notably the northern end of the scheme near Patcham Place Recreation Ground. Reallocation of these areas of carriageway allows for the inclusion of LTN 1/20 compliant cycle infrastructure whilst improving the pedestrian experience in this area.
- 6.36 Pedestrian facilities and corridor walkability have been considered throughout the scheme and improvements including side-road entry treatments, new and upgraded standalone pedestrian crossings, and new signalised junctions with pedestrian facilities have been included. Footways have also been widened at various areas throughout the scheme by removing the existing cycle infrastructure from the footway and reassigning shared spaces to pedestrians where possible.
- 6.37 Improvements to bus infrastructure are present throughout the proposals, including new floating bus stops where space allows, bus boarder arrangements and improvements to existing bus priority lanes. These improvements will not only improve safety for pedestrian and cyclists, they also aim to benefit bus passengers.
- 6.38 Members are also asked to approve proposals to progress a trial Park & Ride scheme at Mill Road from Summer 2022, working with Brighton & Hove Bus and Coach Company. This would use Mill Road in a similar way as it is on match days at the AMEX Community Stadium. The proposed route would be for buses to run non-stop to the City centre with stops at St Peter's Church, North Road and the Old Steine before returning. The trial would involve minor works to Mill Road to provide bus stops and parking bays. Access would be maintained to properties and Waterhall.

- 6.39 The Park & Ride scheme is intended to complement the wider proposals for the A23 as it is expected that it would reduce traffic using it. The scheme may also provide benefits to wider routes in the City as those who need to travel by car into the City will have an alternative sustainable option via the Park & Ride trial. The trial would be fully evaluated to gain feedback and understand how people are using it. The trial will also consider the associated carbon impact of initiating a larger scale park and ride, including on emissions and any induced demand around car use as a mode of transport to arrive in the city.
- 6.40 New signalised junction upgrades have been designed to improve the experience and safety of vulnerable road users. These junction designs will continue to be developed during the next design stage; this will be achieved via junction modelling and an assessment of impacts on the local bus network and wider traffic networks.
- 6.41 While consultation feedback identifies the importance of both the Stanford Avenue and Argyle Road links as key parts of the cycle network, these are currently not within the scope of this scheme. This is because there is limited funding and these links would require significant work to integrate into the wider network, particularly at the junction of Stanford Avenue and Beaconsfield Road. However, it is recommended that this be developed as part of the wider cycle network though the implementation of the emerging LCWIP.
- 6.42 It should also be noted that current proposals are subject to ongoing junction modelling, funding availability, future public consultation results, Traffic Regulation Order consultations, and changes to government guidance.
- 6.43 Table 2 summarises how these proposals respond to the main comments received in the consultation

Table 2: Design response to feedback – A23

Consultation feedback	Design response
Concerns regarding a lack of safe cycle infrastructure	Proposed cycle infrastructure improvements bring the cycle provisions in line with government guidance as laid out in LTN 1/20, improving safety for cyclists and pedestrians. These include 'grade-separated' cycle lanes throughout the scheme, full segregation where possible and protection from traffic at major junctions. Other improvements also include cycle phases at junctions and the use of low-level cycle lanterns.
Difficulties moving around the area as a pedestrian	Improvements to existing pedestrian crossing facilities across the A23, and at sideroads and junction have been included in the design proposals. Areas of wider footway and new signalised pedestrian crossings have also been included throughout the scheme. Improvements to pedestrian crossing facilities ensure that movement around the area is not impeded for pedestrians and bus users, and junction upgrades ensure a safer corridor for all modes.

Consultation feedback	Design response
Improvements to junctions required throughout the route.	The design proposals include new signalised junctions at Carden Avenue and Tongdean Lane, and upgrades including layout improvements to major junctions (Preston Drove and South Road).
Concern around bus boarders / floating bus stops and ensuring there is enough space for pedestrians	Where possible, floating bus stops have been proposed ensuring that pedestrian 'waiting' space is adequate. Where floating bus stops are not possible to implement due to space restrictions or are uneconomical, bus boarder arrangements have been proposed. This is in-line with the guidance for implementing LTN 1/20 compliant schemes. Bus Boarder arrangements assist in reducing bus journey times by removing the need to merge with traffic when moving away from a bus stop. They also improve safety for cyclists as they reduce the need for buses to change lanes when stopping, reducing the likelihood of collision.
Concerns around potential reduction in bus priority lanes.	The bus priority lanes throughout the scheme have been retained, the section south of Carden Avenue has been extended northwards to encompass the new floating bus stop adjacent to Withdean Park.

- 6.44 The recommendation in Paragraph 2.2 requests that members approve the preliminary designs, these are still subject to further discussions with key stakeholders. Next steps include further design, modelling and feasibility of junction designs. The recommendations also ask the Committee to agree to continued development of the designs subject to further consultation. Officers will then return to a future ETS Committee with detailed design and construction recommendations based on the detailed consultation. This report will also include a construction and implementation breakdown plan identifying proposals for implementing in a phase by phase approach taking into account financial implications, the production of a detailed Equalities Impact Assessment and the results of associated Traffic Regulation Order Consultations.

7. OLD SHOREHAM ROAD (A270)

Scheme proposals – Old Shoreham Road

- 7.1 Temporary protected cycle lanes have been in place on Old Shoreham Road since May 2020 to provide additional space for safe cycling on this route. The proposals for the Old Shoreham Road temporary cycle lane scheme outlined a number of walking and cycling improvements and alterations along Old Shoreham Road from The Drive to Hangleton Road. These included collecting feedback on the current temporary cycle lane. The scheme proposals for consultation were:
- Review of and improvements to signage and road markings across the existing temporary scheme.
 - Alterations and revised layout to improve the existing pedestrian crossing near the southern access to Hove Park.

- Pedestrian crossing improvements to the junction of Newtown Road and Old Shoreham Road.
- Cycle priority signals at traffic signals along Old Shoreham Road.
- Permanent cycle lanes on Nevill Road (between Old Shoreham Road and Nevill Avenue).
- Pedestrian and cycle access only at Weald Avenue / Old Shoreham Road junction.
- Changes to the Olive Road/Stapley Road junction:
 - Increase space for vehicles turning right into Olive Road or Stapley Road.
 - No right turn (except cycles and buses) from Stapley Road to Old Shoreham Road, and no right turn (except buses and cycles) from Old Shoreham Road to Stapley Road.

7.2 These proposals also outlined an extension to the existing temporary cycle lane from Hangleton Road to Applesham Way with the addition of:

- Improved cycle access to Benfield Valley.
- Cycle priority at cycle lane traffic signals.
- Additional cycle access created at Windlesham Close.

Consultation survey results – Old Shoreham Road

7.3 3,168 responses were received to the Old Shoreham Road questions. Responses came from all postcode areas of the City and are summarised below. Further information can be found in Appendix 1.

7.4 Responses on the ***existing temporary cycle lane*** included:

- Driving (64%) was the main mode of travel used in the area across all respondents, followed by cycling (21.4%). 37.8% of respondents have used the temporary cycle lane since it was installed. **(Appendix 1, Table 7.2.1)**
- Over 75% of respondents who have used the temporary cycle lane since its installation said they felt safe or very safe while using it during the day.
- Respondents who had used the cycle lane were asked to consider the last journey they made in the cycle lane, and which mode they would have previously used for that journey. 35.9% said that their previous mode used was car. This shows a large potential for modal shift towards sustainable travel not only for those currently using the lanes but for future users. **(Appendix 1, Table 7.2.2)**
- 197 respondents gave further comments as to why they felt unsafe or very unsafe using the temporary cycle lane. The top two reasons were to do with dangerous junctions, vehicles parking in the lanes and need for additional separation from vehicles. **(Appendix 1, Table 7.2.7)**
- 431 respondents who used to cycle along this route prior to the installation of the temporary cycle lane are now using the lane rather than the pavement or road (previously unprotected for cyclists). A further 14.1% of respondents who had used the cycle lanes said that, whilst they would have cycled an east to west journey in this area, they would not have chosen Old Shoreham Road as their cycling route without the new cycle lane. **(Appendix 1, Figure 7.2.3)** This figure is important as it shows the latent demand for cycling on the Old

Shoreham Road route, which has been realised with the introduction of the lane, and can be realised further by building on the initial work undertaken, in the context of the LCWIP and the strategic network.

- **Appendix 1, Table 7.2.5** shows that 75.7% of users of the temporary cycle lane felt safe or very safe cycling in the lanes during the day, this fell to 54% after dark. Both results are much higher than current safety perceptions of respondents cycling in Western Road and the route of the A23.
- Opinions on the existing temporary cycle lane from The Drive to Hangleton Road varied considerably depending on how people travelled in the area. Cyclists who have used the lane commented positively on it, whereas non-users were more likely to be negative. Cyclists and pedestrians in the area also gave higher levels of positive comments compared to car drivers. (**Appendix 1, Table 7.2.10**)
- In terms of themed responses to open comments, the most common themed comments included that the cycle lanes are causing congestion / pollution / noise; that it's dangerous and confusing, and the perception that cyclists are not using it and still using the pavement. Following these top three comments were the themes of general positive and general negative comments respectively. (**Appendix 1, Table 7.2.8**)
- Respondents were also asked to comment on the proposed improvements to the cycle lane. The most common themed comments in relation to the proposals were general positive comments, negative comments (not needed / waste of money), as well as 'congestion / pollution / noise', comments requesting removal of the cycle lane, and comments on cyclists not using the lane. (**Appendix 1, Table 7.3.1**)

7.5 Responses on the **proposed temporary cycle lane extension** included:

- 14.1% of respondents who do not currently use this route to cycle would be likely or highly likely to do so if the extension was in place. (**Appendix 1, Table 7.4.4**)
- Of those asked, 67% of cyclists are likely or very likely to use the proposed extended cycle lane and, of those that drive, 12% are likely or very likely to use the extended cycle lane. (**Appendix 1, Table 7.4.6**)
- Two local primary schools stated that the existing temporary lanes do not go far enough to benefit them currently, and that the extension proposals would be of wider benefit to their school communities
- General comments about the extension of the temporary cycle lane were also received. 742 were classed as negative, and 426 were classed as positive comments. (**Appendix 1, Table 7.4.8**)
- 25% of pedestrians, over 10% of car users and over 20% of bus users in the area said they would be likely or highly likely to use the extension to the temporary cycle lane if it were to be introduced. (**Appendix 1, Table 7.4.6**)
- The most common themed comment responses to the proposed extension were general negative (not needed / waste of money); congestion / pollution / noise; general positive comments; cyclists not using the lanes; and remove the cycle lanes. The top two themes were common across drivers, cyclists and pedestrians. (**Appendix 1, Table 7.4.8/11**)

7.6 Responses on ***other proposed changes to the area*** included:

- 1,058 respondents left comments on the proposed closure to motor vehicles on Weald Avenue. These were closely split, with 264 negative comments and 244 positive. (***Appendix 1, Table 7.5.1***)
- A further permanent proposal was to introduce a cycle lane on Nevill Road. The residents who responded from Nevill Road mostly left negative comments on the proposed cycle lane on their road. (***Appendix 1, Table 7.5.7***)
- Olive/Stapley Road proposals – approximately 300 comments stated various issues with the proposed changes to Stapley Rd/Olive Rd approximately 70 were positive. Issues included: traffic displacement, disabled and residents access. (***Appendix 1, Table 7.3.1/2***)

Stakeholder workshop / focus group feedback – Old Shoreham Road

7.7 As part of the consultation, officers organised stakeholder workshops which local groups and organisations were invited to. A summary of feedback provided in Appendix 2.

7.8 Some of the key feedback raised at these sessions included the following:

- Visibility issues for left turning vehicles across the cycle lane.
- Improvements needed to the existing route for cyclists, including additional wands and safety improvements at junctions.
- Buses are delayed by the cycle lane and the proposed extension would impact on more bus routes.
- Access to the recycling centre is an issue and a conflict point.
- Younger people generally welcomed the improvements particularly on this key route to schools and colleges; however, older people generally felt that the cycle lane was not needed as cyclists could easily take other routes, they also felt it was unfair that so much space was taken just for cyclists on this route.
- There were mixed views on Nevill Road, some welcoming the improvements linking to key schools, others taking the view that the impact on the Sackville Road / Nevill Road junction would be too major.
- At a meeting with Adur & Worthing and West Sussex County Councils it was noted that the Old Shoreham Road / Upper Shoreham Road features in the approved Adur & Worthing LCWIP document.
- There was concern raised regarding the impact the western extension proposals would have on key junctions including the Hangleton Link Road / Southern Cross.
- Pedestrian improvements were generally welcomed and it was felt that more is needed for pedestrians on this scheme.

Monitoring – Old Shoreham Road

- 7.9 DfT conducted manual surveys in June 2016 and 2020 at Lullington Avenue in Hove, as well as the Council conducting a manual survey in July 2020. The introduction of the cycle lanes has shown increased cycling volumes along this route by up to 61% between 2016 data collected by the DfT and a seven-day count of cycles following the implementation of the lanes in July 2020. The DfT survey conducted in 2020 also recorded a 98.5% increase of cycles from their 2016 figure. The Council also conducted an additional manual survey in June 2021, this showed a 23% decrease in cycling levels compared to the 2016 baseline; however, this survey was affected by very poor weather, as is shown in Appendix 4. It should also be seen in the context of the consultation responses which indicate more people are using the road to cycle who did not previously.
- 7.10 Seven day traffic surveys were conducted by an independent survey company at Lullington Avenue and Benfield Way to monitor the existing volumes of vehicle traffic, in both 2020 and 2021. These show a 13% reduction and 0.2% increase in traffic respectively, and there is no evidence of a change in average speed along this route since the introduction of the cycle lanes.
- 7.11 This data will be compared with future surveys including immediately after scheme implementation, 6 months after implementation and 12 months after implementation.
- 7.12 A permanent Automatic Traffic Counter (ATC) has also been installed to the west of the recycling centre entrance, which will be continually collecting all traffic movements and shall be assessed for any further increase in cycling levels.
- 7.13 Air quality monitoring stations have also been set up in strategic locations along the scheme area that will allow an understanding of the levels of Nitrogen Oxide (NOX) produced by motorised vehicles. Air quality monitoring will be collected prior to implementation and no less than 18 months after.

Future vision – Old Shoreham Road

- 7.14 When the Old Shoreham Road was originally widened in the 1970s, it was the main route along the south coast, coping with large volumes of traffic passing through the City. In the mid 1990s, the A27 bypass was introduced to allow the majority of traffic to avoid this residential area; however, the A270 road layout remains constructed for this large amount of pre-bypass traffic which is unsuited to a residential area and creates a large severance in this area of the City.
- 7.15 The temporary cycle lane has allowed a trial to consider how this route can be used differently in order to accommodate different types of user rather than the vehicle dominance that the general layout invites.
- 7.16 The Old Shoreham Road route features as a priority strategic route in the draft LCWIP for the City, which sets out key routes for future improvement – these routes are prioritised based on their ability to increase cycling levels in areas of high potential for cycling.

- 7.17 A temporary scheme has its limitations in terms of how the physical reallocation of road space can be achieved; however, with suitable funding for a permanent scheme, much more of a balance can be reached with regards to the large amount of available space and reallocation of this more favourably across modes, e.g. additional consideration for buses and pedestrians and for general traffic flow at junctions. The Council is therefore seeking additional funding for more permanent improvements along this route which would be subject to further detailed consultation should the funding be received.
- 7.18 Appendix 9 shows visualisations of what a future vision for Old Shoreham Road could look like, as an indication of the type of improvements that could be achieved. These show the continuation of the 'stepped track' facility which is already in place on Old Shoreham Road (between The Drive and Dyke Road). These are indicative and subject to securing of suitable future funding, for example, through additional Active Travel Fund allocations from DfT.

Conclusion – Old Shoreham Road

- 7.19 The detailed design proposals, as shown in Appendix 8, have been developed to meet the scheme principles. These follow on from the initial designs and have been informed by the results of the consultation. They also take into account design principles set out in Local Transport Note 1/20. These proposals have considered public consultation and stakeholder feedback and highway monitoring information.
- 7.20 Key proposals for the designs for improving the ***existing temporary cycle lane*** are:
- Improvements to be made along the existing temporary cycle lane route including to lining, signing, wands, and improvements at junctions. Ongoing monitoring to continue along the route, including for air quality.
 - Additional cycle parking along the route.
 - Improvements for pedestrians at Newtown Road and near Hove Park – the Hove Park improvements will benefit not only pedestrians but also cyclists and drivers.
- 7.21 While designs for a ***proposed temporary cycle lane extension*** were considered, the limitations of a temporary scheme on this additional section, as well as the lack of support at this stage, mean that these proposals are not suggested to be taken forward currently. The route features as a priority route in the draft strategic cycling network in the LCWIP and can be considered in future with appropriate time and resource, including detailed consideration of the key junctions on this section, which are not deemed to be feasible through a temporary scheme, unlike for the existing section to the east.
- 7.22 Key proposals for the ***other proposed changes to the area*** are:
- Stapley Road – a temporary scheme to be put in place to improve vehicle queuing space for turning movements at this junction. A temporary scheme will allow future changes to be made.

- Access restrictions for Stapley Road are not proposed to be taken forward at this stage.
- The proposals for Nevill Road are not recommended to be progressed at this stage.
- Windlesham Close proposed improvements are closely linked to the proposed extension area and therefore are not proposed to go ahead at this stage.
- It is not proposed to take forward Weald Avenue access restrictions at this stage.

7.23 Table 3 summarises how these proposals respond to the main comments received in the consultation.

Table 3: Design response to feedback – Old Shoreham Road

Consultation feedback	Design response
Requests for improvements to the existing route	The proposed designs include making improvements to the existing route. This includes improving the pedestrian crossing south of Hove Park, increasing queuing space from 6 to 12 vehicles at Olive Road junction, additional 'wands', cycle signals at junctions, and improved signage across the length of the cycle lane.
Bus delay concerns	A principal concern was regarding the potential impact of the proposed western extension on buses. This is now recommended not to be taken forward at this stage. Regarding the current temporary cycle lane route, additional bus cages and clear way markings are proposed as part of route improvements in order to improve safety. Additional vehicle queuing space is proposed for the Olive Road / Stapley Road junction which will bring improvements for buses. Should future funding be secured for permanent improvements for this route, further detailed consideration could be given to junction improvements to benefit buses.
Requests to address conflict and congestion at Hove recycling centre	The right turn vehicle movement from Old Shoreham Road (travelling eastbound and turning right into the recycling centre) has been banned temporarily in order to reduce pressure on the access point to the recycling centre. At busy times the centre has placed staff to manage vehicles at the junction with Old Shoreham Road in order to prevent a build-up of traffic accessing the centre.
Concerns of underutilisation of cycle lane	Surveys have been undertaken to examine the use of the cycle lane and are described in the monitoring note in Appendix 4. As the public opinion survey results show, travel, particularly regular travel e.g. to a workplace, has reduced since the pandemic and is in a state of change. It is therefore recommended that continued monitoring takes place on the cycle lane.

Consultation feedback	Design response
Request for more pedestrian improvements	Pedestrian improvements are included in the designs. This includes the pedestrian crossing south of Hove Park and Newtown Road, as shown in scheme drawings in Appendix 8.
Concerns over Hangleton Link / Southern Cross junctions and traffic volumes	These junctions have a high volume of traffic partly due to being one of the main routes to Shoreham Port. While there are ambitions for modal shift to be achieved in the City including on this route, this will take time and therefore the impacts of any scheme on these key junctions needs examination in further detail e.g. modelling and detailed design, which can only be achieved through a future permanent scheme should funding be secured for improvements. It is not recommended to take forward the temporary scheme proposed.
Concerns over large width of cycle lane	<p>The new national cycling design standards (LTN 1/20) require cycle lanes to be no less than 2 metres wide to allow for specially adapted cycles such as those used by disabled persons. Due to this, designs for the current temporary scheme could not incorporate the retention of both traffic lanes and a cycle lane, therefore, the designs opted for the removal of a traffic lane for the implementation of a 3-metre cycle lane.</p> <p>Notwithstanding the above, even if a narrower cycle lane were put in place under a temporary scheme, this would not allow further vehicle space due to the layout of the lanes. However, should future funding be secured for permanent improvements, there is a large amount of available space here which could be reallocated more favourably to other modes than has been achieved in this temporary scheme, including general traffic and buses.</p>
Requests for more advanced stop lines (ASLs) and cycle priority signals at traffic lights	These are being incorporated into the designs at junctions where possible along the route.
Concerns that the cycle lane causes more pollution and congestion	Pre-scheme monitoring is currently being undertaken along Old Shoreham Road. This includes the collection of vehicle count data which is included in this report. This traffic data shows no evidence of a change in average speed along this route since the introduction of the cycle lanes. Air quality data is now being collected and will be reported at a future ETS Committee. Through the introduction of the scheme, the Council is looking to provide a safe facility for cycling, which will encourage modal shift to cycling for short journeys

Consultation feedback	Design response
	locally and reduce traffic on key routes in the City. This ensures the Council will meet wider commitments including the City becoming net carbon neutral by 2030.
Requests for alternative routes to be considered	Old Shoreham Road is a main route into the City that many people use on a variety of modes. There is also latent demand for cycling on this route, as has been shown by the survey data and also other tools such as the national Propensity to Cycle Tool (PCT). The previous vehicle-dominated layout is not safe for cycling and improvements have therefore been made through the temporary cycle lane to increase safety for cyclists in line with national cycle design standards. Old Shoreham Road is a key route for students travelling to educational facilities such as BHASVIC. Feedback has been received stating that other east-west cycle routes should be considered instead of the Old Shoreham Road, including the A259 and New Church Road. These routes also feature in the draft LCWIP and all of these routes are important in order to achieve a comprehensive network of safe cycle routes for a range of journeys in the City. This will also be addressed in the LCWIP and was a key recommendation from the citizens' Climate Assembly. It is not a case of simply focusing on the other routes mentioned instead of Old Shoreham Road, as it is important that a safe cycle network reaches all areas of the City - focusing on a route further south in place of this would neglect areas to the north west / west of the City in terms of safe cycling provision. Safe cycling provision is needed on key routes in the City in line with national cycle design standards.
Concerns of emergency services being delayed due to the cycle lane	We have liaised with the emergency services in the City and they are aware that the cycle lanes can be used by emergency vehicles if needed. No negative feedback has been received regarding the lanes and delays to response times.
Mixed views regarding Nevill Road	Designs to implement a cycle lane on Neville Road are not proposed to be taken forward at this stage and can be considered in future when the scheme can be considered on a longer route and where key junctions e.g. Nevill Road / Sackville Road can be considered in detail as part of permanent improvements.
Concerns of proposed no right turn onto Stapley Road	Designs to implement a no right turn onto Stapley Road are not proposed to be taken forward, due to the feedback received and the potential for impact on other junctions.

Consultation feedback	Design response
Request for additional signage	Signage audits are currently underway to improve signage for vehicles, cycles and pedestrians.
Concerns over the scheme being a waste of money	We have a strong instruction, and funding, from central government to make active travel an attractive option for short journeys, or as part of a longer journey. This scheme is funded by DfT, this funding is strictly for active-travel related improvements in the City as described in the funding bid and cannot be used for any other purpose. Should funding not be used for this purpose it will need to be returned.
Request for the cycle lane to be extended	While proposals had included extending the cycle lane to the City boundary, it is not proposed to take plans forward at this stage as a temporary scheme, however the route features in the draft strategic LCWIP and future consideration to detailed designs and proposals will be given should funding be available to consider this complex scheme in sufficient detail for all modes.

- 7.24 The recommendations in Paragraphs 2.4 to 2.7 request members to approve retaining the temporary cycle lane with improvements along the route and continued monitoring (to be brought back to a future Committee).
- 7.25 It is not proposed to take forward the western extension as a temporary scheme.
- 7.26 Complementary measures proposed to be taken forward include the improvements to Newtown Road and Hove Park, and improvements to the Stapley Road / Olive Road junction.
- 7.27 Complementary measures not proposed to be taken forward at present include Windlesham Close, Weald Avenue, Stapley Road access restrictions and Nevill Road. Members are asked to note the future visualisations shown in Appendix 9 for Old Shoreham Road and the proposals to secure funding for permanent improvements, which would be subject to further detailed design and consultation.

8. SEAFRONT (A259)

Scheme proposals – Seafront (A259)

- 8.1 A temporary westbound cycle lane has been in place on the seafront (between West Street and Fourth Avenue) since August 2020 to provide additional safe space for cycling in this key location. Eastbound cyclists continue to use the existing cycle lane shared with the pavements / promenade and via King's Esplanade.

- 8.2 In addition to collecting feedback on the existing westbound cycle lane, this proposal was to extend the on-carriageway cycle lane for westbound cyclists along the A259 and continue to Glendor Road near Hove Lagoon, through the following measures:
- Westbound cyclists will be separated from the traffic via wands in a protected cycle lane.
 - One westbound traffic lane would be removed which allows for parking to be provided next to the cycle lane. As much parking as possible will be retained including opportunities to improve disabled parking provision.
 - Most bus stops will remain in place, the bus stop at Langdale Gardens westbound will be relocated or suspended. Some bus stops will be installed on a raised section of the cycle lane to enable passengers to board, or alight from buses.
- 8.3 The existing pavement cycle lane will remain available for eastbound cyclists to use. Opportunities will also be taken to improve disabled parking provision and access to bus stops.

Consultation survey results – Seafront (A259)

- 8.4 3,332 responses were received to the Seafront (A259) questions. Responses came from all postcode areas of the City and are summarised below. Further information can be found in Appendix 1.
- 8.5 Cycling (35.3%) was the most common main mode of travel used in the area across all respondents, closely followed by walking (31.3%). The area is a popular destination due to the seafront and is already part of the National Cycle Network (NCN2). The A259 is a main artery linking the east and west of the City and beyond, meaning it already brings in many people to, from and through the City. (**Appendix 1, Table 8.1.2**)
- 8.6 73.4% of respondents who have used the temporary cycle lane since its installation in August 2020 say they feel safe or very safe using it during the day and 56.2% stated they feel safe or very safe using it after dark. (**Appendix 1, Table 8.2.4**)
- 8.7 Those who had cycled along the new cycle lanes largely gave positive comments (738), 306 of these also stated concern over the signage and road markings. (**Appendix 1, Table 8.2.9**)
- 8.8 Along the route of the proposed extension, less than 50% of respondents feel safe or very safe cycling on each of the current sections mentioned; Fourth Avenue to Glendor Road via A259 Kingsway (31.2%), Fourth Avenue to Hove Street via Kings Esplanade and the promenade (47.0%) and Hove Street to Glendor Road via the existing pavement cycle lane (49.2%). (**Appendix 1, Table 8.3.2**)

- 8.9 Respondents who have used the existing temporary cycle lane were asked how they would have made the last journey before the lane was in place. 7.1% said that they would have driven. A further 71.5% previously used the promenade cycle lane and 7.7% cycled on the road, equating to 1312 cyclists switching to the new lane. This will have improved congestion and safety for cyclists on the eastbound lane and for those who previously cycled on the road, as well as reducing conflict between cyclists and pedestrians on the promenade. **(Appendix 1, Table 8.2.2)**
- 8.10 Over 45% of respondents said they would use the proposed extension to the existing lane, this included 10% of respondents who primarily drive in the area and almost 40% of respondents who would travel mostly on foot. **(Appendix 1, Table 8.3.10/16)**
- 8.11 4.7% of respondents who do not currently cycle at all say they would be likely or highly likely to use the extension to this route.
- 8.12 43.3% of respondents were satisfied or very satisfied with the general safety of cycling in the area, and 38.3% also felt this way about the facilities for cycling in the area. However only 23.3% of the respondents felt satisfied or very satisfied with cycle parking in the area. **(Appendix 1, Table 8.1.5)**
- 8.13 Full data and analysis on themed open response comments can be seen in Appendix 1 but key themes emerging from comments on the existing temporary cycle lane included pedestrian / cyclist conflict issues, and the fact that there is already an existing lane (the top themed comment was 'Not needed / waste of money / negative / already existing lane'). **(Appendix 1, Table 8.2.8)**

Stakeholder workshop / focus group feedback – Seafront (A259)

- 8.14 As part of the consultation, officers organised stakeholder workshops which local groups and organisations were invited to. Focus groups were also held in order to gather feedback, these were held with younger people, older people and disabled people. A summary of feedback provided is included in Appendix 2 with design responses provided in Table 4
- 8.15 Key themes raised in these sessions included:
- More, and better-quality, disabled parking required; current bays not usable for all users.
 - Cycle / pedestrian conflict issues – both on promenade (eastbound) cycle route and King's Esplanade.
 - Some questioned the need for a cycle lane when there is a current route available, others stated they felt safe on the new lanes and preferred the direct route extension proposed.
 - More improvements needed for pedestrians.
 - Improvements needed at Wharf Road junction.
 - Vehicle / cycle conflict issues on King's Esplanade and adjoining roads.
 - Stagecoach – didn't note any issue with the bus stop removal and expressed an interest in a floating bus stop for any permanent schemes.

- Adur & Worthing and West Sussex County Councils noted that the A259 features in the approved Adur & Worthing LCWIP document and that WSCC have developed feasibility designs for a high quality, bi-directional protected cycle lane on the A259 from Shoreham to the City border.
- In engaging with disabled groups, a number of concerns were raised about pedestrian access issues around Victoria Terrace, such as trip hazards, lack of formal crossings and lack of provision for the blind or partially sighted.
- An Access Report highlighting issues for disabled pedestrians and wheelchair users in the area has been produced. These included the need for additional dropped kerbs and footways.
- Some felt that the scheme does not go far enough and that a protected two-way cycle lane should be provided on the street to prevent conflict with pedestrians and motor vehicles.
- Confusion at junctions for pedestrians, pedestrian / cycle conflict, not everyone can cycle.
- There are mixed views on the proposals amongst the local businesses at Victoria Terrace, with some against the extension of the cycle lane, citing servicing issues and their customers accessing shops. Others expressed support as long as servicing concerns are addressed. Many shop keepers are supportive of the extension of the footway and improvement to pedestrian access.

Monitoring – Seafront (A259)

- 8.16 The introduction of the cycle lanes has shown an immediate increase in cycling (30%) in September 2020, and this increase has continued into June 2021 (85%); when compared to data from prior to the cycle lane's introduction, in June 2019.
- 8.17 Traffic volume surveys have also been conducted, Traffic levels have dropped from pre Covid-19 levels along this stretch of the A259, as shown in Appendix 4. Traffic will continue to be monitored on this route.
- 8.18 A servicing survey has been carried out on Saturday 22 and Tuesday 25 May 2021 at the shop frontages along Victoria Terrace, this information has been used to assess the loading requirements for both businesses and residents, which has helped shape the design of the scheme as shown in Appendix 11.
- 8.19 An air quality monitoring station has also been set up in the proposed area that will allow monitoring of any change in Nitrogen Oxide (NOX) which is produced by motorised vehicles. The World Health Organisation (WHO) provides guidance on acceptable level of NOX in the air. We will monitor these levels based on WHO advice. Air quality monitoring will be undertaken prior to implementation and no less than 18 months after. PLEASE NOTE: this is not being conducted as part of the Council's statutory requirement to monitor air quality nor as part of the Council's Air Quality strategy and is a separate monitoring strategy for this specific transport scheme proposal.

Future vision – Seafront (A259)

- 8.20 The long-term ambition for the A259 is to have a two-way protected cycle lane on the south side of the road, providing a cycle route linking Brighton to Shoreham, working with West Sussex County Council. This long-term vision is subject to future funding and feasibility. The design vision was set out in documents approved by the June 2020 ETS Committee for further development work (The specific decision was *'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.'*)
- 8.21 This vision is supported by the Council's development of the LCWIP for the City, which will set out the strategic network for cycling and walking improvements – subject to further detailed design and funding. The A259 route features in the draft network and the LCWIP document will undertake public consultation in Autumn 2021.
- 8.22 The vision is also supported by West Sussex County Council (WSSC) and Adur & Worthing Councils – the WSSC element of the Brighton to Shoreham cycle scheme features as a priority cycle route in the approved Adur & Worthing LCWIP, and WSSC have carried out feasibility studies for the permanent high-quality bi-directional cycle lane in their area of the scheme.

Conclusion – Seafront (A259)

- 8.23 The scheme proposals have been developed further since the consultation, building on feedback raised. The detailed designs are provided in Appendix 10 and Appendix 11. The main features of the design are:
- Continuing the temporary cycle lane along the A259 from Fourth Avenue to Wharf Road.
 - Extending the footway along the shop frontages at Victoria Terrace.
 - Additional loading bays to assist local business.
 - Improving disabled access for pedestrians, cyclists and car drivers.
 - Introduction of a Parklet on the King's Esplanade.
 - Increase in cycle parking along the route and proposed route.
 - Additional signage to improve the existing route and alteration to the ramp at the southern end of West Street.

Table 4: Design response to feedback – Seafront A259

Consultation feedback	Design response
The proposed new cycle lanes are a waste of Council funds	We have a strong instruction, and funding, from central government to make active travel an attractive option for short journeys, or as part of a longer journey. Along the route of the proposed extension, less than 50% of respondents to the consultation stated they feel safe or very safe cycling on that section of road currently. This shows that there is demand for improved cycling facilities here. This scheme is funded by DfT, this funding is

Consultation feedback	Design response
	strictly for active-travel related improvements in the City as described in the funding bid and cannot be used for any other purpose. Should funding not be used for this purpose it will need to be returned.
There is an existing cycle lane on this route on the footway, therefore the proposed on-road cycle lane is not needed	The existing cycle lanes on the footway do not adhere to new national cycling design standards, which requires cycle lanes to be no less than 2 metres wide to allow for specially adapted cycles such as those used by disabled persons, hence the necessity for the new lanes to provide access for disabled people who cycle as well as those with cargo cycles. The standards also require routes to take the most direct route available, as well as the physical separation of cyclists from both traffic and pedestrians. The new proposals would also provide a direct cycling route along Kingsway, as well as an improved one on Kings Esplanade for more leisure-based cycling journeys, and would separate cyclists from pedestrians. Keeping the existing shared pedestrian / cycle lane is not an option as government funding necessitates the Council to improve facilities in line with cycle design standards i.e. separating cyclists from pedestrians.
The existing cycle lanes aren't used; therefore, these proposed ones won't be either	The data shows that the existing cycle lanes are being used, with large increases in cycling levels seen compared to baseline figures. See Appendix 4 for further information.
Traffic congestion/pollution could be made worse due to a lane on the carriageway being used as a cycle lane	Traffic monitoring has been undertaken on this route and shows a reduction in traffic volumes. It is proposed that continual future monitoring is undertaken in order to understand this data further, as travel is still in a state of change since the pandemic.
Road markings/layout of current scheme is confusing, will this be the same for these proposals?	Improvements to signage and road markings are proposed as well as making the 'wands' more robust on the current scheme, in order to make it safer/clearer to all road users. This would be the same on the proposed section of cycle lanes. Improvements are also proposed near West Street at the beginning of the scheme, to make it clear to cyclists that the new carriageway lane should be used in a westbound direction.
The cycle lanes could be extended further	We are liaising strategically with West Sussex County Council about extending further west, in line with feasibility designs for the WSCC

Consultation feedback	Design response
	side, and have committed to this broadly as part of the Shoreham Harbour Transport Strategy. In June 2020 a document was presented to and agreed by the ETS Committee which set out a future vision for this route for a high quality bi-directional cycle lane. The route features as a priority route in the draft strategic LCWIP.
Concerns around loss of parking	Parking loss will be minimised and improvements will be made to disabled parking and loading arrangements. These proposals would require the loss of 10 residents' bays, 7 shared residents' and Pay & Display bays, and 18 Pay & Display bays. This loss in parking is required in order to provide a safely designed scheme. As part of the scheme proposals, 15 disabled parking bays and 2 additional loading bays are proposed, as shown in Appendix 10 and Appendix 11.
The lanes should be segregated using a kerb ('stepped track') rather than the 'wands'	This would be a more permanent measure. If the schemes are made permanent after the trial period, this could be considered.
More, and better quality, disabled parking required, current bays not usable for all users	This has been considered further and improvements to disabled parking provision (quantity and quality) are shown in the detailed designs in Appendix 10 and 11 and result in the addition of 15 bays in total – 5 for the Phase 1 section (West Street to Fourth Avenue) and 10 for the Phase 2 section (Fourth Avenue to Wharf Road). Officers also to explore further provision at King Alfred - Kings Esplanade section to provide close access to the sea.
Cycle/pedestrian conflict issues both on promenade (eastbound) cycle route and King's Esplanade	The proposed designs aim to address this by taking westbound cyclists off the promenade and onto the carriageway, reducing pressure (and potential for conflict) on the shared pedestrian / cycle route. This is in line with national cycling design standards where cyclists must be physically separated from both traffic and pedestrians. Improved facilities are proposed for King's Esplanade which will reduce issues. Provision of the direct cycle route along the A259 will also reduce pressure on the King's Esplanade route.

Consultation feedback	Design response
More improvements for pedestrians are required	These are being incorporated into the scheme, please see the design drawings for details.
Improvements needed at Wharf Road junction	These are being incorporated into the scheme, please see the design drawings for details.
Vehicle / cycle conflict issues on King's Esplanade and adjoining roads	Improvements to the designs are being incorporated to address these issues, including reversal of traffic directions on King's Esplanade and adjoining streets.

- 8.24 The recommendations in Paragraphs 2.8 to 2.9 request members to approve retaining the temporary cycle lane with improvements along the route and continued monitoring (to be brought back to a future ETS Committee). It is also recommended to proceed with the western extension of the cycle lane as proposed (as a temporary scheme), as well as implement changes to King's Esplanade and adjoining roads as a temporary scheme.

9. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 9.1 The recommendations have been set out to support the Council's commitment to being net Carbon Neutral by 2030. They align with the emerging Local Transport Plan and visions for sustainable transport at a local level.
- 9.2 Recommendations have been developed following the analysis of public consultation responses and satisfy the requirements of DfT's Active Travel Funding allocation.
- 9.3 The option of ceasing all progress on new active travel infrastructure or a 'do nothing' approach would affect the Council's ability to reach its commitments on becoming a Carbon Neutral City. It would also be contradictory to its future vision on transport and affect the Council's ability to secure funding for future transport improvements and may require the Council to return the secured £2.37M grant funding already received for these transport improvements.
- 9.4 There is also an option to remove existing cycle facilities. This would again be contradictory to the Council's commitments, DfT guidance and funding requirements as set out in Paragraph 9.3.
- 9.5 A further option would be to leave the existing cycle lanes on Old Shoreham Road without the improvements which have been recommended in this report. Doing so would mean the opportunity would be missed to implement enhancements which help to respond to feedback on the scheme.

10. COMMUNITY ENGAGEMENT & CONSULTATION

- 10.1 Community engagement & consultation activities, and feedback from these, have been set out in Sections 4 (overview), 5 (Western Road), 6 (A23), 7 (Old Shoreham Road) and 8 (A259) of the main report as this forms the basis of the report.

11. CONCLUSION

- 11.1 Community engagement & consultation activities, and feedback from these, have been set out in Sections 4 (overview), 5 (Western Road), 6 (A23), 7 (Old Shoreham Road) and 8 (A259) of the main report as this forms the basis of the report.

12. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 12.1 The majority of available funding for the schemes set out in this report is from the Active Travel Fund grant of £2.376m from DfT. This can be spent on active travel schemes compliant with LTN 1/20 Cycling Design Guidance only. Reallocation to active travel schemes elsewhere in the City is not considered feasible. This is because of the timescales, to design, consult and implement schemes, mean they could not be delivered by the March 2022 funding deadline, even if DfT were to agree to this in principle, which is not certain. It will also not be possible to undertake a comprehensive public consultation on alternative schemes within these timescales.
- 12.2 Some projects are supplemented by additional funding such as developer contributions and for Western Road, this includes £1.5m from the Highways Maintenance Challenge Fund (also from DfT) which is specifically for the resurfacing of Western Road.
- 12.3 The Western Road and A23 projects are subject to further design development, at which time scheme costs will be confirmed. For these schemes, value engineering exercises will be undertaken to consider different options for materials. Additional funding then required would be identified from future Local Transport Plan funding. For the A23, it is proposed to deliver the scheme in phases as funding becomes available.
- 12.4 Works on the Seafront (A259) will require the loss of 10 residents' bays, 7 residents' and Pay & Display bays and 18 Pay & Display bays. This is required in order to provide a safely designed scheme. This would be estimated to result in an annual loss of £56,500 to the Council's revenue. An additional 15 disabled parking bays and 2 additional loading bays are being proposed. This loss of income will then form part of the overall parking position reported through the monthly budget monitoring process.

Finance Officer Consulted: Jeff Coates

Date: 09/07/21

Legal Implications:

- 12.5 The schemes presented in this report can be implemented by means of Traffic Regulation Orders using the Council's powers as highway authority under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 12.6 The letter of 16 October 2020 from the Secretary of State for Transport and the statutory guidance entitled 'Traffic Management Act 2004: network guidance in

response to Covid-19' requires local authorities to carry out consultations with all groups in the local community over proposed changes to the road network. The Council has carried out the consultation in line with this advice.

Lawyer Consulted: Hilary Woodward

Date: 07/07/21

Equalities Implications:

- 12.7 Statutory guidance from DfT updated in February 2021 reiterates that the public sector equality duty continues to apply as Local Authorities make changes to their road networks in response to Covid-19. The Council must ensure that elements of a scheme do not discriminate, directly or indirectly, and must consider their duty to make reasonable adjustments anticipating the needs of those with protected characteristics. The guidance emphasises that groups representing disabled people and others with protected characteristics should be consulted at an early stage of scheme development and accessibility requirements apply to both temporary and permanent measures.
- 12.8 Before a number of temporary transport changes were made in 2020 in response to Covid-19, an overarching Equality Impact Assessment (EIA EEC19) was undertaken and updated in September 2020 following implementation and further engagement with disability and other representative/ community groups. EIA EEC19 has formed the basis of an Equality Impact Assessment (EIA) (Appendix 13) on the further permanent and temporary active travel changes proposed in this report as part of a second tranche of DfT funding awarded in November 2020. It has also been informed by recent public consultation, engagement activities, contact from customers, and national and local data/intelligence.
- 12.9 The overarching EIA considers any broad, disproportionate impacts of the proposed changes. Individual EIAs for each of the proposed schemes have also been undertaken to highlight any unique factors that might have disproportionate effects on people with protected characteristics.
- 12.10 The proposals have recently been subject to public consultation and, if implemented, the groups identified as most at risk of being disproportionately affected are disabled people, those from Black, Asian and Minority Ethnic (BAME) groups and women. However, it is important to note that the EIA is identifying the risks of impacts and actions which may be necessary to avoid this. It does not mean there will be a negative impact. Recommendations are summarised below to eliminate or reduce this risk.
- 12.11 In particular, the public consultation highlighted that access for disabled people in their local area is generally considered poor, and both the amount of street clutter and the need for more disabled parking were common barriers to disabled people travelling more actively for all or part of their journey.
- 12.12 The consultation also highlighted people's perception of personal safety whilst walking was similar during the day, but worse for women after dark. National and local data and intelligence supports this and shows that whilst a large percentage of women have experienced harassment in the street and public spaces, these incidents are also under-reported.

12.13 Women and people from BAME communities are also more likely to be key workers and family carers, meaning that they may be travelling on the transport network more regularly during periods of lockdown or with family members.

12.14 It is therefore important that the proposed changes:

- Meet physical accessibility standards, so as not to negatively impact disabled people.
- As a priority, retain disabled parking and maintain disabled access.
- Minimise obstructions on the highway, particularly where a road layout has been altered.
- Are communicated in clear, accessible and multiple formats.
- Consider pedestrian and cyclist safety and ways to 'design out crime'.
- Take into account the journeys made by key workers and family carers, who are more likely to be female and from BAME groups.
- Encourage people to travel more actively to reduce levels of congestion on the roads, supporting those who do need to drive.
- Facilitate the safe reopening of the City by supporting people to access employment, education, retail and leisure.

Sustainability Implications:

12.15 The measures will improve the transport network for sustainable modes of transport by reallocating road space. This will give opportunities for more people to switch to low carbon modes of transport from single occupancy car use.

Brexit Implications:

12.16 No direct implications.

Any Other Significant Implications:

12.17 None identified.

Crime & Disorder Implications:

12.18 No direct implications.

Risk and Opportunity Management Implications:

12.19 Each component project will maintain a risk register. Significant risks or those where the risk has increased will be reported to the Active Travel Fund Project Board. This meets monthly and will agree actions to manage and mitigate these risks where required.

Public Health Implications:

12.20 Enabling greater uptake of active travel across the City will provide both short and long term benefits to the mental and physical health of our residents. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy.

Corporate / Citywide Implications:

- 12.21 The measures will support the vision, key outcomes and principle of the new Local Transport Plan 5, as agreed by the ETS Committee on 22 June 2021.

SUPPORTING DOCUMENTATION

Appendices:

1. Active Travel Fund – Consultation survey report
2. Active Travel Fund – Stakeholder workshop and focus group summary
3. Active Travel Fund – Monitoring overview
4. Old Shoreham Road (A270) and Seafront (A259) monitoring report
5. Western Road – Preliminary designs
6. Western Road – Visualisations
7. A23 – Feasibility designs
8. Old Shoreham Road (A270) – Detailed designs
9. Old Shoreham Road - Visualisations
10. Seafront (A259) – Detailed designs (Phase 1)
11. Seafront (A259) – Detailed designs (Phase 2)
12. Active Travel Fund – Communications plan
13. Active Travel Fund – Equalities Impact Assessment
14. Emergency Active Travel Fund – Tranche 1 public feedback survey data
15. Letter from DfT – Active Travel Fund 2021/22
16. Summary - Active & Inclusive Travel Forum

Background Documents

1. Consultation Plan – Active Travel Fund (agreed at December Special ETS Committee)
2. Emergency Active Travel Funding update – Letter from the Secretary of State, October 2020
3. Active Travel Funding Tranche 2 Allocations – Letter from Secretary of State, November 2020
4. Active Travel Fund Tranche 2 Grant Award – Letter and guidance from DfT, November 2020
5. Park & Ride Overview (Brighton & Hove Buses)

Active Travel Fund - Changes to travel and transport in Brighton and Hove

Consultation report June 2021

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1 INTRODUCTION

In May 2020, the council was successful in receiving £663,000 from the government's Emergency Active Travel Fund (Tranche 1) which was used to install a number of temporary schemes in the city in response to the Covid-19 pandemic. The aim of these schemes was to maintain social distancing and support and increase active travel. Types of schemes included pavement widening in busy areas, closure of Madeira Drive (seafront) to motor vehicles and the installation of two temporary cycle lanes on main thoroughfares.

In late 2020 the council was awarded a further £2,376,000, 100% of our allocation, under Tranche 2 of the Active Travel Fund. This was awarded to further develop some of the existing temporary schemes and to design new permanent schemes to complement these. Funding was awarded to design proposals to create a safer, more attractive environment for all users of Western Road in the city centre and Preston Circus to Patcham Roundabout (A23) to the north of the city. In addition, funds were awarded to extend the temporary cycle lanes along the Seafront (A259) and Old Shoreham Road. Funding was also awarded for some complementary measures to be delivered in the Old Shoreham Road area.

It was decided at the Environment, Transport and Sustainability Committee in December 2020 to consult on these schemes, together with a public opinion survey to ask general questions on active travel across the city and barriers to walking and cycling. In addition, the survey also asked questions on pre and post pandemic modes of travel, changes in working patterns and levels of satisfaction in local areas, for example, air quality and conditions of pavements. A fifth Active Travel Fund scheme, Madeira Drive, was not consulted on with the other schemes as this is under a separate Experimental Traffic Order (ETRO) process.

2 HEADLINE RESULTS

The public consultation ran from 1 February to 14 March 2021 during a period of COVID-19 national lockdown with associated restrictions on travel and social interactions. Results may have been influenced by this as non-essential travel was severely limited. Post lockdown travel mode could have been in a state of change for many respondents. Any references to pre-pandemic travel and current (at the time of the survey) travel or behaviour are therefore indicative only.

Public Opinion Survey

- 53.2% of respondents are working from home or working from home more
- 75% are receiving more home deliveries
- Regular travelling in the city¹ has decreased, reflecting successive lockdowns and the need to work from home where possible. Highest decreases are for car as driver 51.4% to 39.2% and bus 19.2% to 4.3%. Levels of walking and cycling have also decreased but at a much lower level.
- Almost a third of respondents have switched some of their journeys from car or van to walking and cycling (31.7%)
- Respondents rated the condition of pavements poor or very poor, in their local area, across all areas of the city
- 50.2% of respondents support or strongly support reallocating road space to walking or cycling in their local area

Western Road

- Almost three quarters of respondents (73.2%) said they feel safe walking during the day in Western Road; however, this fell to under a third of respondents (31.8%) after dark. This is supported by respondents' comments, which tend to focus on wider issues in the city centre environment, rather than travelling in / through the area
- There is a large discrepancy between car drivers and cyclists as to how favourable they think the cycling conditions are in Western Road. Cyclists score conditions an average of 3.8 out of 10 compared to a score of 6.1 from drivers

¹ 2-5 days a week or more

- Comments on early proposals for Western Road were generally positive, this was true for those with disabilities and those without, and across respondents using a variety of modes in the area

Preston Circus to Patcham Roundabout (A23)

- Perceived safety of walking and cycling conditions in the area varies depending on how people travel. Car driver perception of walking and cycling conditions is more favourable than the pedestrians and cyclists themselves report
- Around 50% of respondents said they were likely or highly likely to use the new proposed sections of cycle lane; for the separate sections of route this is as follows - Preston Road and Stanford Avenue (52.7%), Stanford Avenue to Preston Drove (52.5%) and Preston Drove to Patcham Roundabout (47.1%)
- Around 25% of respondents who drive a car as their main mode of transport in the area said they were likely or highly likely to use the new lanes, and this increased to over 35% for respondents who use the bus as their main mode of travel in the area
- Comments on the existing cycling network which runs along Argyle Road, Campbell Road, Elder Place and Providence Place, were mostly negative across respondents using all modes in the area

Old Shoreham Road temporary cycle lanes and area proposals

- Over 75% of respondents who have used the Old Shoreham Road temporary cycle lane since its installation said they felt safe or very safe while using it during the day
- Of those who said they felt unsafe or very unsafe, danger to cyclists featured as the top two comments here, with comments citing inadequate segregation of the cycle lane as well as issues with junctions, signage and the need for more protection for cyclists on the lane.
- Opinions on the existing temporary cycle lane from The Drive to Hangleton Road varied considerably depending on how people travel in the area. Cyclists who have used the lane commented positively on it whereas non-users were more likely to be negative. Cyclists and pedestrians in the area also gave higher levels of positive comments compared to car drivers

- When asked how their most recent journey in the temporary cycle lane would have been made before the lanes were installed, 33.2% said they would have driven, 32.2% would have cycled on the road and 14.1% would have opted to take a different cycling route away from this area
- 25% of pedestrians, over 10% of car users and over 20% of bus users in the area said they would be likely or highly likely to use the extension to the temporary cycle lane if it were to be introduced
- Comments on the proposed extension were generally negative but also cited specific issues such as possible traffic congestion in this area should the proposals go ahead
- Alongside general negative and positive comments, access to the Weald Avenue allotments was a specific concern for those commenting on proposals to change access here
- Support for changes to junctions were evenly balanced 245 general negative and 232 positive comments
- Both respondents living in the Stapley Road area and those living elsewhere made negative comments about proposed changes to the Stapley Road junction, particularly about access to Stapley Road and the Knoll Estate and to congestion that could be caused by these changes.
- Residents who live on Nevill Road were generally unsupportive of the proposal to implement a permanent cycle lane on this road

Seafront (A259) temporary cycle lanes

- Close to 75% (73.4%) of respondents who have used the temporary cycle lane since its installation in August 2020 say they feel safe or very safe using it during the day
- Along the route of the proposed extension, less than 50% of respondents feel safe or very safe cycling on each of the current sections mentioned; Fourth Avenue to Glendor Road via A259 Kingsway (31.2%), Fourth Avenue to Hove Street via Kings Esplanade and the promenade (47.0%) and Hove Street to Glendor Road via the existing pavement cycle lane (49.2%)
- The main comments from respondents commenting on the existing route for cyclists on the promenade/ King's Esplanade were related to the need for improvements to the existing layout whilst also commenting on the current dangers, particularly pedestrian / cycle conflict (including children wandering into the lane).

- Respondents who have used the existing temporary cycle lane were asked how they would have made the last journey before the lane was in place. 7.1% said that they would have driven. A further 71.5% previously used the promenade cycle lane and 7.7% cycled on the road, equating to 1312 cyclists switching to the new lane. This will have improved congestion and safety for cyclists on the eastbound lane and for those who previously cycled on the road, as well as reducing conflict between cyclists and pedestrians on the promenade
- Over 45% of respondents said they would use the proposed extension to the existing lane, this included 10% of respondents who primarily drive in the area and almost 40% of respondents who would travel mostly on foot
- 4.7% of respondents who do not currently cycle say they would be likely or highly likely to use the extension to this route

3 METHODOLOGY

The public consultation ran from 1 February to 14 March 2021 during a period of COVID-19 national lockdown with associated restrictions on travel and social mixing. Results may have been influenced by this as non-essential travel was severely limited. Post lockdown travel mode could have been in a state of change for many respondents. Any references to pre-pandemic travel and current (at the time of the survey) travel or behaviour are therefore indicative only.

Information packs were posted to 7189 addresses in roads immediately surrounding each of the four schemes. In addition, 18,091 postcards were sent to wider areas as follows:

Scheme	Number of information packs sent	Number of Postcards sent
Western Road	574	2150
Preston Circus to Patcham Roundabout (A23)	3012	4204
Old Shoreham Road temporary cycle lanes	998	5679
Seafront (A259) temporary cycle lanes	2605	6058

Table 3.1: Materials posted to local residents

In both cases, respondents were invited to complete a survey online. An email address and an answerphone message were available to request paper copies

of the questionnaire (also in large print) and to enquire about a translation service. The consultation was also promoted by the council's communications team using the council website, local print press, and social media campaigns. In addition, the consultation was promoted to local interest groups via email. Focus groups / workshops were also held with both interested groups and stakeholder groups.

Scheme	Households receiving information packs		Households receiving postcards		All households who received information by post	
	Responses	Response rate %	Responses	Response rate %	Responses	Response rate %
Western Road	16	2.8	62	2.9	78	2.9
Preston Circus to Patcham Roundabout (A23)	138	4.6	223	5.3	361	5.0
Old Shoreham Road temporary cycle lanes	153	15.3	544	9.6	697	10.4
Seafront (A259) temporary cycle lanes	199	7.6	283	4.7	482	5.6
Total	506	7.0	1112	6.1	1618	6.4

Table 3.2: Responses from mail out areas

Overall, the response rate from households who received promotional materials by post was 6.4%. For a recent city-wide consultation for the Valley Gardens area, 25 (4.9%) had heard about the consultation through information received by post. Households near to Old Shoreham Road who were contacted by post had the highest response rate and the lowest was from the Western Road area. Response rates in Table 3.2 are calculated using the number of individual valid responses received. In total, 4695 responses came from 4405 individual households, with multiple members of many households making individual submissions. As context in relation to other consultations, for the Valley Gardens phase 3 project the number of public consultation responses received was 463.

Of the 1618 respondents within the mail out areas, 1022 (63.2%) said that they heard about the consultation via the information leaflet or postcard that they had received. Overall, the highest single response was that 37% of respondents became aware of the consultation via social media. Social media is fast becoming the most popular way of hearing about consultations as details are easily shared and promoted.

How did you hear about this survey?	No.
I received an information leaflet	726
I received a postcard	362
I read about it on the council's website	259
I read about it on social media	1832
I heard about it by word of mouth	672
I read about it in the local press	534
Other includes: Email / Email from local organisation, From child's school, Through my employer, Through my local councillor, Directly from BHCC staff, Through friends or family, From my local resident / community / leisure / sport group, From a local neighbourhood chat, Online / other website, Through my MP	432

Table 3.3: Consultation promotion

Several stakeholder organisations also responded to the consultation and their responses were combined with those from individuals.

How are you responding to this survey?	No.	%
As an individual	4584	98.0
As a representative of a business, organisation or group	93	2.0
Total	4677	100

Table 3.4: Type of respondent

Feedback from representatives, businesses, organisations or groups were either included where they had answered questions online through the council's consultation portal or where we had received correspondence eg emails directly from them, text was added to relevant comments boxes manually. The results are therefore included in the overall summary results presented in this report.

Business, organisation or group	Number
Businesses	26
Organisations	36
Local councillors	15
Schools	3
University	1

Table 3.5 Types of respondents in detail

The first section of the consultation survey was a general public opinion survey, featuring a range of questions selected from the Department for Transport (DfT) guidance document for Local Authorities carrying out Active Travel Fund surveys. Following this initial section, respondents were given the opportunity to see and comment on each scheme-specific section. Respondents who were only interested in commenting on particular scheme/s were able to do this.

Consultation sections	Number of respondents	%
Overall	4695	100
Section 2: Western Road area	2680	57.1
Section 3: Preston Circus to Patcham Roundabout (A23)	1977	42.1
Section 4: Old Shoreham Road	3168	67.5
Section 5: Seafront (A259)	3332	71.0

Table 3.6: Number of responses to each section of the consultation

250 invalid responses were removed from the final results: 71 were duplicate responses from the same person and 179 were removed as they provided an incomplete or incorrect name and/or address which was stated as a requirement within the survey.

Responses were received from across the city:

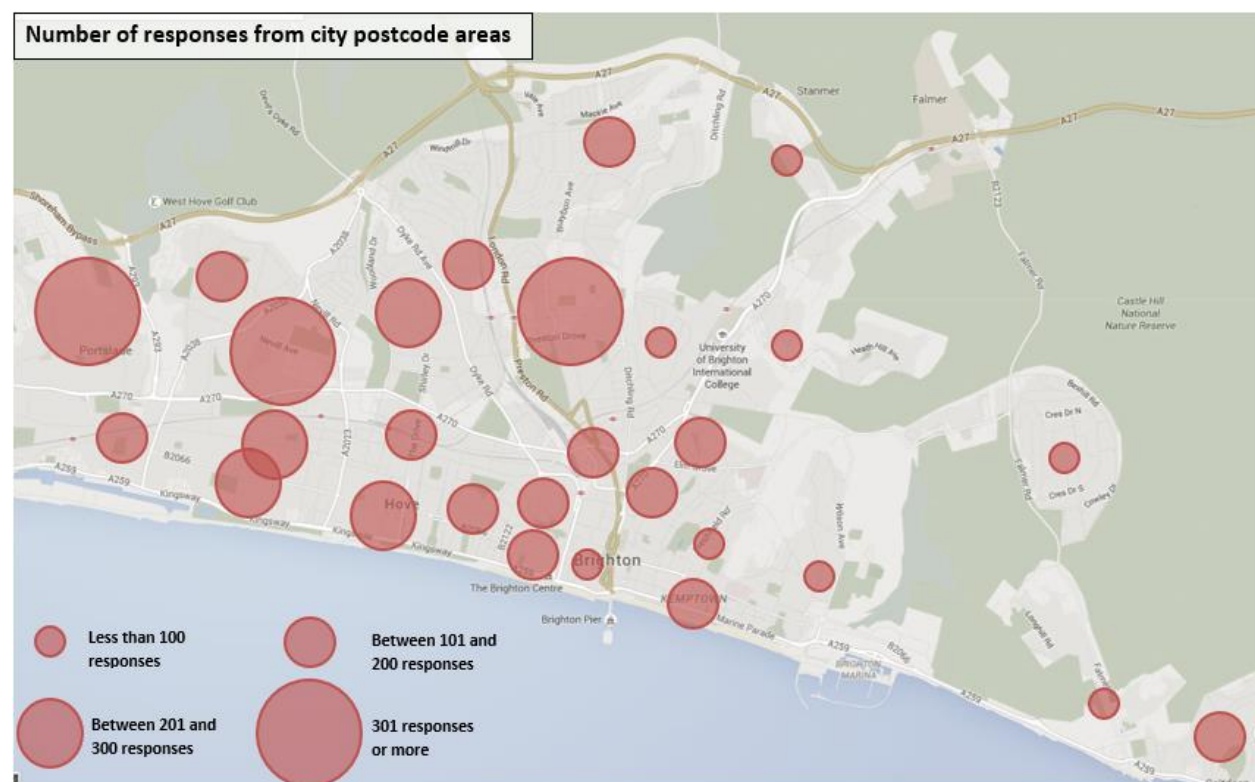


Figure 3.7: Postcode map of all respondents

As well as responses from within the city boundary, there were also 185 responses from respondents in neighbouring local authorities with BN postcodes, and 25 responses from further afield, although some of these were stakeholder addresses not based in the city.

Respondents over 45 (but under 75) and those with disabilities are over-represented when compared to 2011 census data whereas younger people are under-represented. Schools were in lockdown and largely closed to pupils during the consultation period so opportunities to engage directly with schools/ pupils were unfortunately limited. The above needs to be taken into account when reviewing the findings of the survey.

What is your age group?	No.	%	Citywide %
16 and under	4	0.1	17.2
17-24	110	2.5	15.0
25-34	384	8.7	16.4
35-44	771	17.6	16.0
45-54	1214	27.6	13.1
55-64	1058	24.1	9.3
65-74	665	15.1	6.4
75+	184	4.2	6.7
Total	4390	100	100.0

Table 3.8 Age

Are your day-to-day activities limited because of a health issue or disability which has lasted, or is expected to last at least 12 months? ²	No.	%	Citywide %
Yes, a little	469	10.7	7.5
Yes, a lot	663	15.1	8.8
No	3268	74.3	83.7
Total	4400	100	100

Table 3.9 Disability

4 PUBLIC OPINION SURVEY RESULTS

The survey included a large number of open comments boxes, responses for each of these were grouped to highlight emerging common themes. In some instances, respondents left general negative (eg not needed/ waste of money) or positive (eg looks good) comments and these have been themed as such.

² Disability questions are as used by ONS for the census. Respondents self-select whether their condition affects them a lot or a little

Scheme specific comment themes are separate and not a proportion of the general positive / negative comments eg where a respondent commented that they felt the scheme would make things safer this was coded under the category 'this will make it safer' rather than as a general positive comment. Some respondents made both positive and negative comments eg really liking the proposals but thought that they may cause congestion.

4.1 How you travel

Respondents were asked about their travel habits both pre pandemic and currently (February - March 2021). Responses suggested how things may have shifted over the course of the last year, though as suggested above are indicative, as travel behaviour is in a state of change due to the national lockdown and post-lockdown recovery.

Do you currently own, or have regular use of, any of the following	Number	%	Citywide ³
Car ⁴	3679	78.4	62.8
Cycle ⁵	2746	58.6	
Van	283	6.0	
Wheelchair	66	1.4	
Motorbike, scooter or moped	228	4.9	
Mobility Scooter	32	0.7	

Table 4.1.1: Vehicle Ownership

When compared to car and van ownership levels for the city from the 2011 census, there was an over representation of car owners responding to this consultation.

Regular travelling in the city⁶ has decreased when comparing responses between pre pandemic travel and current travel, reflecting lockdowns and the need to work from home where possible. The highest decreases are for journeys made by car as driver 51.4% to 39.2% and bus 19.2% to 4.3%. Levels of walking and cycling have decreased but at a much lower level (See tables 4.1.2 and 4.1.3).

³ ONS Census 2011 % of households with at least one car or van

⁴ Includes electric or hybrid vehicles

⁵ Includes e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

⁶ 2-5 days a week or more

Before the pandemic, approximately how often did you use each of the following methods to travel into the city?	Every day or nearly every day		2-5 days a week		Once a week		Less often but at least once a month		Less than once a month		Never	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	2107	48.1	999	22.8	491	11.2	263	6.0	188	4.3	333	7.6
Cycle ⁷	497	11.9	819	19.5	454	10.8	437	10.4	505	12.0	1479	35.3
Bus	156	3.6	672	15.6	672	15.6	907	21.1	1152	26.8	739	17.2
Car/ van as driver ⁸	896	21.0	1295	30.4	669	15.7	317	7.4	319	7.5	764	17.9
Car/ van as passenger	156	4.1	436	11.5	642	16.9	600	15.8	797	21.0	1169	30.8
Motorcycle/ Moped	35	1.0	61	1.7	47	1.3	48	1.3	51	1.4	3377	93.3
Wheelchair/ Mobility Scooter	24	0.7	18	0.5	12	0.3	13	0.4	15	0.4	3518	97.7
Taxi/ Private Hire	23	0.6	47	1.2	210	5.4	659	17.0	1664	42.9	1274	32.9
Train	100	2.5	306	7.6	293	7.3	813	20.2	1584	39.3	930	23.1
Community transport (eg Dial- a-Ride, volunteer car scheme)	2	0.1	5	0.1	5	0.1	4	0.1	23	0.6	3614	98.9
Other, includes: Skateboard / longboard / roller skates non-motorised scooter, Running / Jogging, E-scooter, Coach, Walk with buggy / pushchair / trolley, Combination of modes, Lorry / HGV	6	0.2	16	0.6	10	0.3	9	0.3	17	0.6	2830	98.0

Table 4.1.2: Pre Pandemic mode of travel and frequency of use

⁷ Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle⁸ Includes Car Club

How often do you CURRENTLY use each of the following methods to travel into the city (approximately)	Every day or nearly every day		2-5 days a week		Once a week		Less often but at least once a month		Less than once a month		Never	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	2095	47.7	923	21.0	420	9.6	217	4.9	250	5.7	486	11.1
Cycle ⁹	390	9.3	817	19.4	461	10.9	418	9.9	439	10.4	1686	40.0
Bus	42	1.0	137	3.3	224	5.4	382	9.2	1036	24.8	2352	56.4
Car/ van as driver ¹⁰	580	13.5	1107	25.7	823	19.1	391	9.1	396	9.2	1006	23.4
Car/ van as passenger	103	2.7	346	8.9	534	13.7	480	12.4	606	15.6	1816	46.7
Motorcycle/ Moped	19	0.5	44	1.2	36	1.0	36	1.0	50	1.3	3559	95.1
Wheelchair/ Mobility Scooter	17	0.5	10	0.3	8	0.2	15	0.4	18	0.5	3646	98.2
Taxi/ Private Hire	18	0.5	14	0.4	53	1.4	173	4.5	812	21.2	2781	72.2
Train	14	0.4	34	0.9	52	1.3	179	4.5	978	24.7	2697	68.2
Community transport (eg Dial-a-Ride, volunteer car scheme)	3	0.1	3	0.1	1	0.0	0	0.0	12	0.3	3701	99.5
Other, includes: Skateboard / longboard / roller skates non-motorised scooter, Running / Jogging, E-scooter, Coach, Walk with buggy / pushchair / trolley, Combination of modes, Lorry / HGV	14	0.5	13	0.4	12	0.4	8	0.3	8	0.3	2951	98.2

Table 4.1.3: Current mode of travel and frequency of use

⁹ Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

¹⁰ Includes Car Club

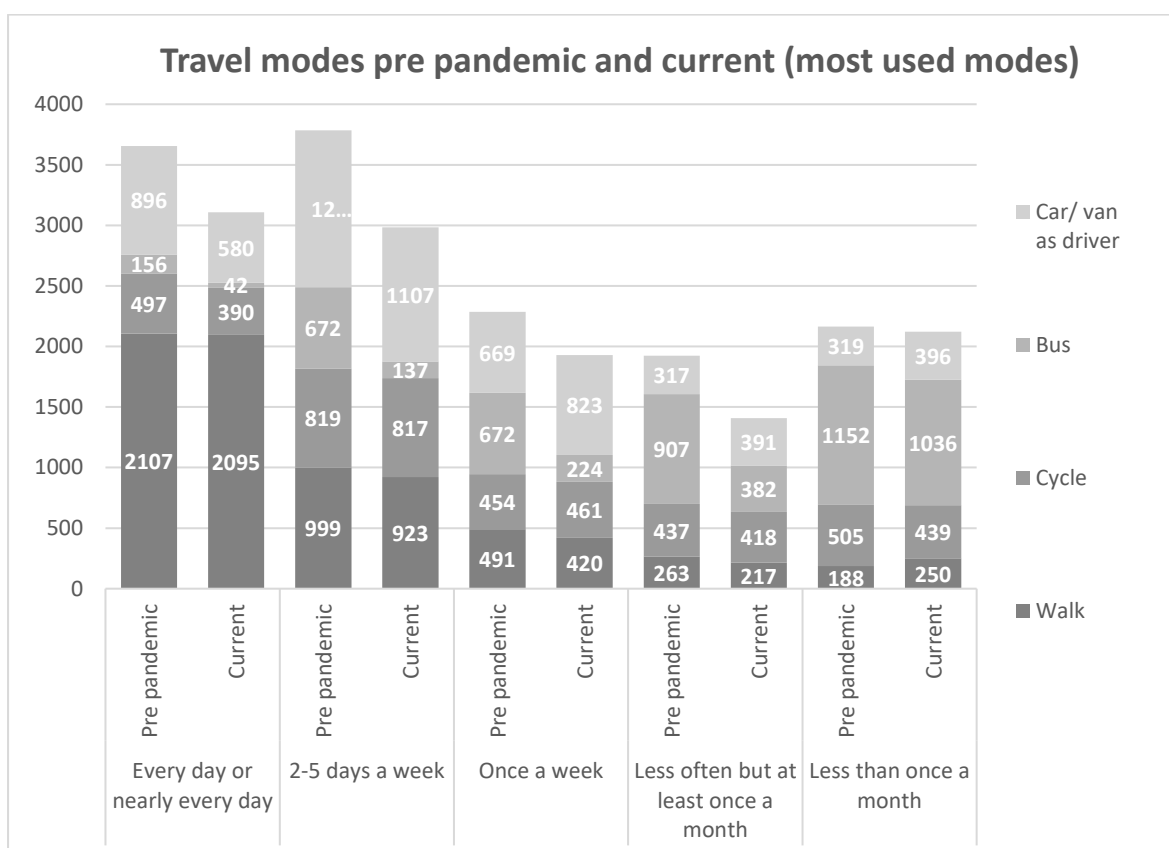


Figure 4.1.4:¹¹ Change in travel mode pre pandemic to current mode

Figure 4.1.4 above shows changes in the four travel modes that are used the most for both pre pandemic and current travel. Numbers for 2-5 days a week are likely to include travel to a workplace as overall numbers have dropped the most during the Covid-19 pandemic as people were asked to work from home where possible. This needs to be taken in context with figures in Table 4.1.5 below which shows that 53% of respondents are working from home or working from home more than a year ago.

Compared to a year ago, are you now working from home or working from home more?	No.	%
Yes	2463	53.2
No	1035	22.4
Not sure	43	0.9
Not applicable	1088	23.5
Total	4629	100

Table 4.1.5: Levels of home working

¹¹ All graphs throughout this report are a quick-glance visual representation of detailed data appearing in preceding tables

The home has become both workplace and place to shop from. Tables 4.1.6 and 4.1.7 show that 75.4% of respondents are receiving more home deliveries and of these 44% received more grocery deliveries compared to only 2.5% of respondents who received less. Highest overall increases were for 'Other goods' at 62.2% reflecting closures of shops solely selling non-essential items. This will have impacted on the road network in the city.

Are you, or anyone in your household, currently receiving home deliveries?	No.	%
Yes	3492	75.4
No	1138	24.6
Total	4630	100

Table 4.1.6: Levels of home deliveries

If you answered yes, please tell us whether this is more, or less than a year ago?	More than I used to		About the same		Less than I used to		I don't receive this type of delivery	
	No.	%	No.	%	No.	%	No.	%
Groceries	1612	44.4	770	21.2	90	2.5	1156	31.9
Subscription boxes (eg fruit and veg, flowers)	709	20.5	442	12.8	24	0.7	2290	66.1
Prescriptions	288	8.3	357	10.3	12	0.3	2806	81.0
Takeaway food	1140	31.5	1183	32.7	369	10.2	927	25.6
Other goods (eg clothes, homeware)	2300	62.2	1077	29.1	93	2.5	225	6.1

Table 4.1.7: Types of home deliveries

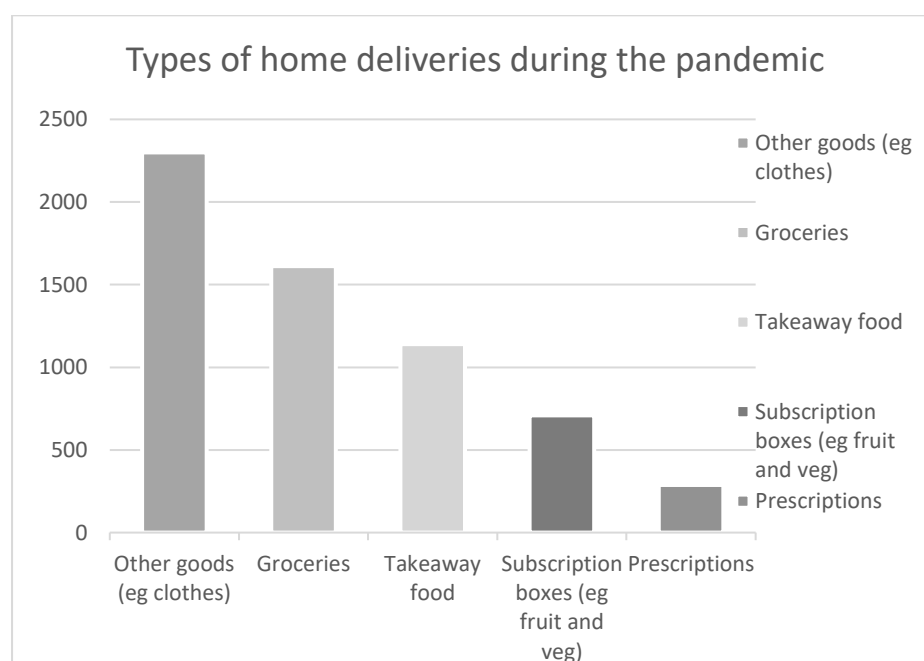


Figure 4.1.8: Types of home deliveries

4.2 Active Travel

Respondents were asked not only about their current active travel habits, but also about what would help them to increase their active travel, particularly for short journeys (up to 5 miles). The table below shows that almost a third of respondents have switched some of their short journeys from car or van to walking and cycling.

Do you walk, or cycle, for some short journeys (up to 5 miles) that you previously would have made by car or van?		
	No.	%
Yes	1466	31.7
No	3015	65.2
Not sure	142	3.1
Total	4623	100

Table 4.2.1: Switch from private car to active travel

Which of the following journeys do you walk or cycle for?	Walking No.	Cycling No.
To or from work	889	913
To or from school, college, university or adult education	315	206
To or from the shops	3170	1115
To accompany children or other people	1296	413
To or from a leisure/ sports activity	1580	1125
To pick up or deliver something	2007	1502
Simply for pleasure	3369	1878
As exercise for health reasons, not to anywhere in particular	3350	1808
Not applicable/ I do not cycle or walk	148	241
Other includes: Dog Walking, visiting friends or family, volunteering, to health facilities / appointments, to the bus stop or train station, I don't make these journeys due to lockdown	97	25

Table 4.2.2: Purpose of active travel journeys

Table 4.2.2 shows how large numbers of respondents are using active travel for exercise/health or simply for pleasure. This reflects changes over the last year as journeys to destinations are being made less, eg to work. The large number of cycling and walking trips for recreational purposes are likely to be a factor in walking and cycling levels having fallen less than other modes over the course of the pandemic.

If you currently cycle, what sort of cyclist are you?	No.	%
I am new to cycling	57	1.4
I am starting to cycle again	247	5.9
I am an experienced, regular cyclist	1202	28.6
I am an experienced, occasional cyclist	735	17.5
I am an occasional cyclist	618	14.7
Not applicable/ I do not cycle	1299	31.0
Other includes: Have cycled but don't currently, I want to cycle, off road only, I recently stopped due to lack of storage, I recently stopped due to bike theft, I am a fair weather cyclist, I am about to start cycling again, I recently stopped due to lockdown	39	0.9

Table 4.2.3: Types of cyclist

Almost 70% of respondents indicated they did some form of cycling, with 7.3% saying they were brand new to cycling or had recently started to cycle again.

	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Not applicable	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Many of the short journeys I make by car I could walk instead	558	12.1	459	9.9	500	10.8	1009	21.8	112	24.4	973	21.0
Many of the short journeys I make by car I could do by bus instead	317	6.9	395	8.6	499	10.8	1087	23.5	1326	28.7	993	21.5
Many of the short journeys I make by car I could cycle instead	591	12.8	474	10.3	357	7.7	699	15.2	1305	28.3	1184	25.7

Table 4.2.4: Perception of switching mode of travel

Table 4.2.4 shows that respondents are more inclined to agree that they could switch to cycling instead of using the car for short journeys (23.1%), than they are to agree they could use the bus (15.5%). A large proportion, however, strongly disagree that their short journeys could be made in any other way than by car.

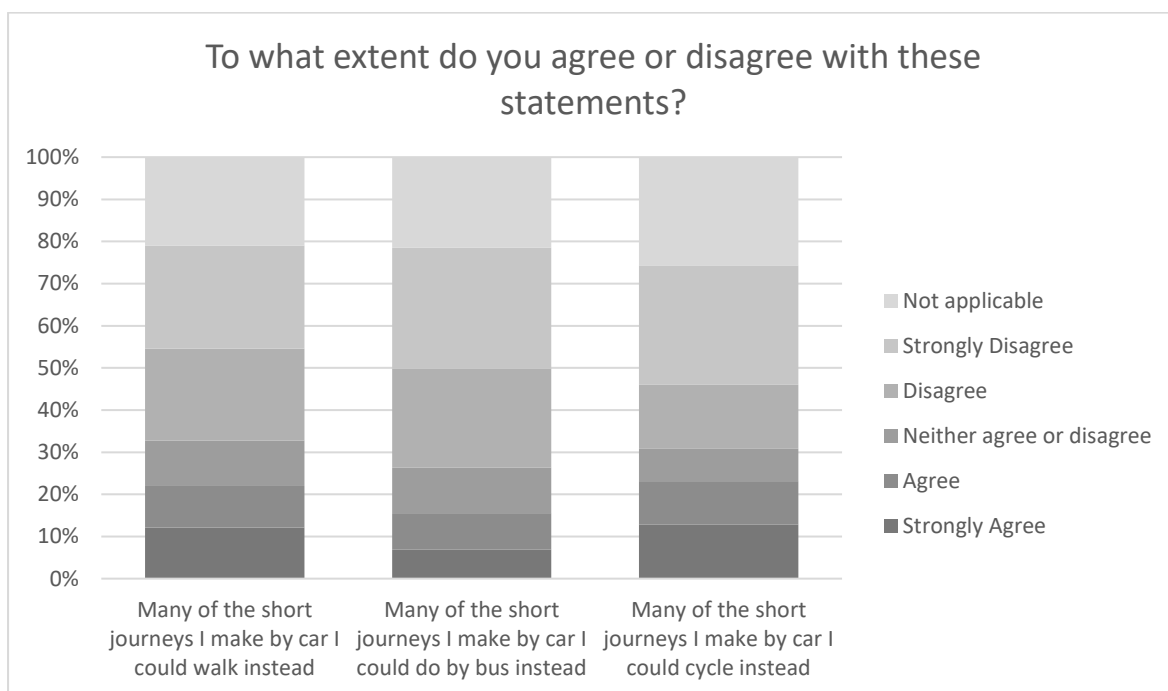


Figure 4.2.5: Perception of switching mode of travel

Respondents who have already switched to walking or cycling for some of their short journeys are more likely to agree that there are still further journeys they could make via other modes rather than car use. Respondents who have not switched to walking and cycling for any journeys are unlikely to agree they could do so in future, they also similarly disagree they could use the bus.

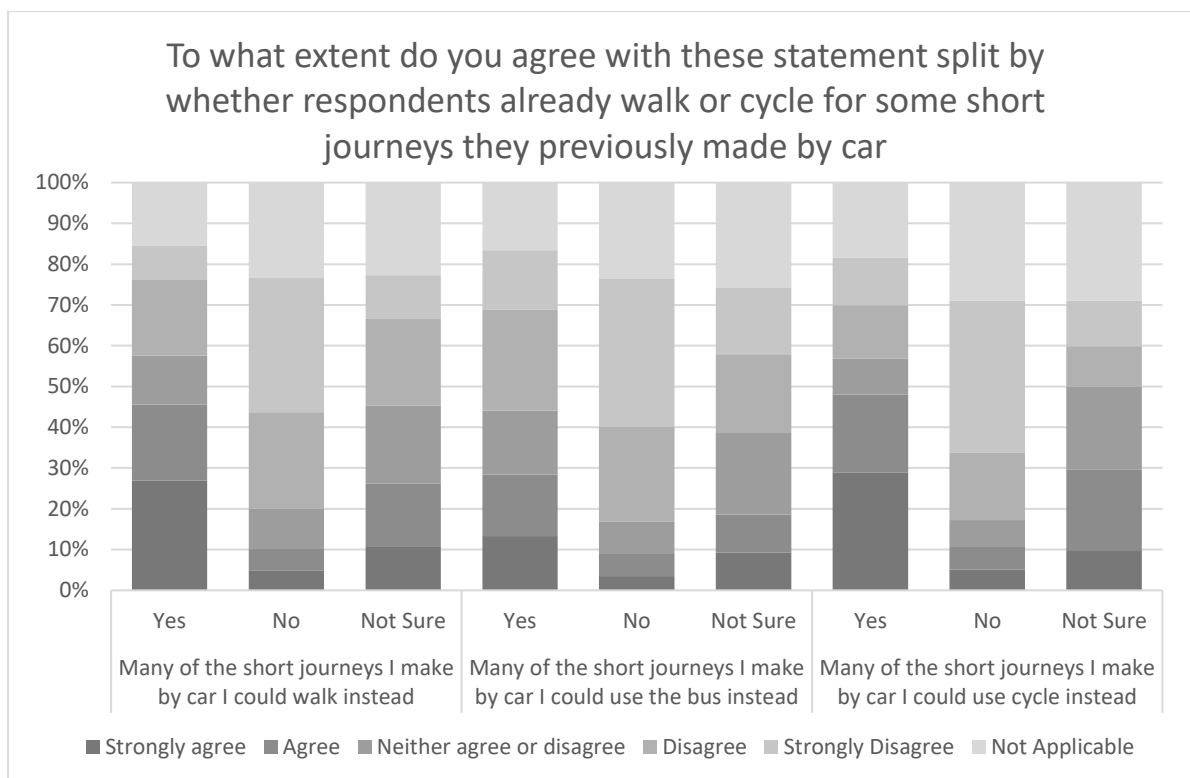


Figure 4.2.6: Perception of switching mode of travel compared to if a switch has already been made

The following set of tables (4.2.7 to 4.2.13) show what would encourage respondents to walk or cycle more for some of their shorter journeys.

What would encourage you to walk, or walk more, for these shorter journeys?	No.
The weather	1554
Better maintained pavements	1519
Nothing, I already walk as much as I can	1412
More public toilets	1200
If I had more time available	1194
Less traffic on the roads	1166
Less pollution	1006
More local shops and other facilities	921
More direct walking routes	901
Better street lighting	880
Feeling safe	806
Lower speed limits	773
More pedestrian crossings	747
Having a better level of fitness	652
Nothing would encourage me to walk for some of these journeys	461
More accessible public toilets	380
More congestion meaning my car journey took longer	348

What would encourage you to walk, or walk more, for these shorter journeys?	No.
More seating	318
More CCTV cameras	293
An increase in the cost of parking	274
An increase in the cost of motoring	223
Higher public transport fares	136
More information about the benefits walking has on health, the environment and congestion	100
More disabled parking near my destination	96
Other	367

Table 4.2.7: Barriers to walking

Of the 367 'other' comments the top suggestions of what would encourage walking or walking more were as follows:

Encourage Walking - Other Comments – additional suggestions (Top ten comments)	No.
If there were fewer cyclists on the pavements	82
A reduction in pavement parking	23
Cleaner streets, less litter, dog fouling, graffiti	21
Wider pavements	16
Less street clutter, A boards, bins on pavements	16
If there were less traffic / more space allocated to pedestrians / traffic free areas	12
Flatter terrain	11
More greenery	11
A reduction in anti-social behaviour / less homelessness / aggressive begging on street	9
More walking networks, easier routes between destinations	8

Table 4.2.8: Additional barriers to walking

Some of those who left 'other' comments gave more general comments or reasons why walking was not appropriate for the short journeys they make.

Encourage Walking - Other Comments – General comments	No.
Walking is not possible or suitable for these journeys due to the need to carry heavy shopping or equipment	69
Disability or health prevents me from walking or walking more	43
Many of these journeys are not suitable for walking as I am travelling with children and have to go to multiple destinations /would take too long to walk with them	15
I live too far from my destinations to be able to walk	9
Walking is not appropriate for my work journeys	8

Encourage Walking - Other Comments – General comments	No.
Buses are too expensive	7
People can choose how they travel / don't want to be told how we should be making journeys	5
Parking charges should be lower	2

Table 4.2.9: Barriers to walking other comments

When asked to indicate what would encourage more cycling or more cycling, respondents were most inclined to say an increased number of cycle lanes both on road and away from roads.

What would encourage you to cycle, or cycle more, for these shorter journeys?	No.
More cycle tracks away from roads	1793
More protected cycle lanes on road	1725
Better driver attitudes towards cyclists	1668
Better maintained road/ cycle lane/ cycle track surfaces	1587
Less traffic on the roads	1573
Nothing would encourage me to cycle for some of these journeys	1328
Feeling safe	1261
If there were more secure/ convenient cycle parking facilities at my destination or work	1068
Lower speed limits	1008
The weather	999
More cycle crossings	856
Less pollution	741
If there were more secure/ convenient cycle parking facilities at my home	678
Better street lighting	456
Nothing, I already cycle as much as I can	454
If I had more time	423
Showers/ changing area in the workplace	415
Having a better level of health or fitness	382
Access to an e-bike	381
A cycle mileage allowance for business journeys	274
A fixed bike pump at my destination or work	264
If I didn't have access to a car	264
Having cycle training/ feeling more confident	257
Charging facilities for electric bikes	242
More local shops and other facilities	235
Access to a bicycle	215
A more convenient BikeShare hub	213
More CCTV cameras	187
If traffic congestion increases	160
Access to an e-cargo	147
If motoring costs increase	140

What would encourage you to cycle, or cycle more, for these shorter journeys?	No.
Access to a cargo bike	91
High public transport fares	86
More information about health benefits, the environment and congestion	70
Access to an adapted bike	26
Other	382

Table 4.2.10: Barriers to cycling

Of the 366 'other' comments, the top suggestions of what would encourage cycling or cycling more were as follows:

Encourage Cycling - Other Comments – additional suggestions (Top ten suggestions)	No.
Flatter terrain	43
Less concern about bike theft in the city / more to tackle bike theft	38
Increase in joined up or continuous cycle lanes / a cycle network	22
Better attitudes of other cyclists	18
Less cyclist and pedestrian conflict	11
More measures to prevent or punish parking in cycle lanes	9
Wider cycle lanes	6
If BTN Bikes share had children's bikes or seats / bikes in different sizes	5
Better options for or availability of bike maintenance	5
If there were less traffic or traffic free areas	5
If BTN Bikes share bikes were lighter	5

Table 4.2.11: Additional barriers to cycling

As shown in Table 4.2.10, a number of respondents gave suggestions of where they would like to see additional BTN Bikes share hubs.

Encourage Cycling - Other Comments – BTN Bikes share hub suggestions	
Davigdor Road	Preston Park (North-East)
Aldrington Station	Bevendean
Queens Park Road	Carden Avenue
Outskirts / suburbs of the city	Fiveways
Patcham Village	

Table 4.2.12: Suggestions for BTN Bikes share hub locations

Some of those who left an 'other' answer, made more general comments or reasons why cycling was not appropriate for the short journeys they make as follows:

Encourage cycling - Other Comments – General comments	No.
Disability or health prevents me from cycling or cycling more	82
Cycling is not possible or suitable for these journeys due to the need to carry heavy shopping or equipment	29
Cycling is not appropriate for my work journeys	11
Many of these journeys are not suitable for cycling as I am travelling with children and have to go to multiple destinations /would take too long to cycle with them	10
I cannot ride a bike	9
New cycle lanes of road are dangerous / would not use	9
People can choose how they travel / don't want to be told how we should be making journeys	9
If e-scooters were permitted I would use them	6
I live too far from my destinations to be able to cycle	4

Table 4.2.13: Encouraging cycling - other comments

4.3 Your Local Area

Respondents were asked a range of questions about the facilities and condition in their area.

Thinking about your local area, please rate each of the following:	Very good		Good		Neither good or poor		Poor		Very Poor		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Ease of getting around your local area by car or van	736	16.4	1533	34.2	987	22.0	568	12.7	297	6.6	356	8.0
The accessibility for disabled people or people with mobility issues	174	3.9	533	11.9	588	13.2	760	17.0	379	8.5	2029	45.5
The quality of the air	356	8.0	1393	31.5	1259	28.4	739	16.7	298	6.7	383	8.6
The level of noise from traffic	265	6.0	1089	24.7	1467	33.3	1042	23.6	471	10.7	75	1.7
The conditions of the pavements	51	1.1	628	14.1	990	22.2	1739	39.0	1021	22.9	28	0.6
The ease of crossing roads as a pedestrian	286	6.5	1643	37.2	1219	27.6	839	19.0	395	8.9	40	0.9
The provision of cycle lanes / tracks	360	8.2	861	19.6	1128	25.7	892	20.3	697	15.9	454	10.3

Table 4.3.1: Perception of facilities in local area

Table 4.3.1 shows that over half of respondents rate the ease of getting around their local area by car or van as good or very good. Respondents are mostly critical of the conditions of pavements in their local area. For both of these, a similar pattern was seen across all areas of the city, indicating that pavements are an issue for residents across the city and the ease of getting around by car or van is not greatly different in one area than another.

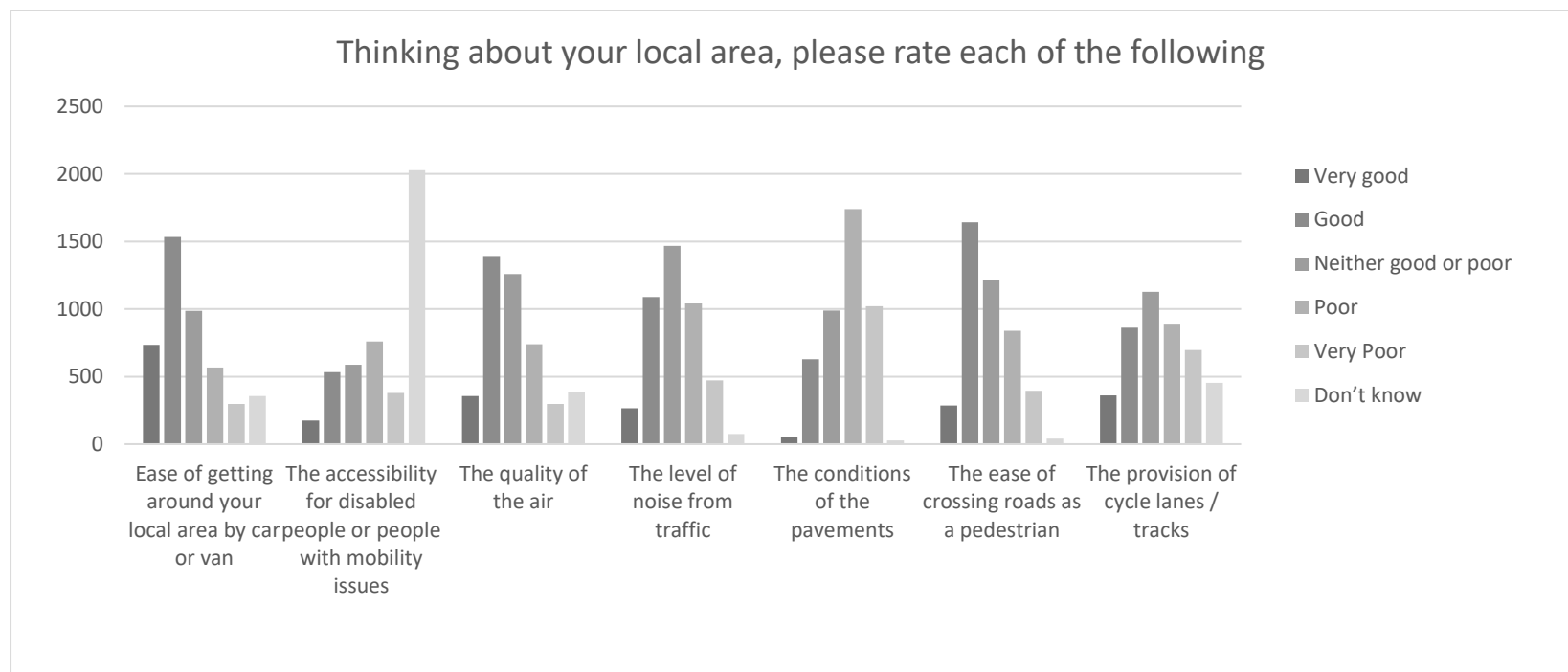


Figure 4.3.2: Perception of facilities in local area

The rating for ease of accessibility for disabled people of people with mobility issues had a large number of people answering “don’t know” therefore table 4.3.3 looks at the rating of this from just those respondents who stated they had a disability to get a more accurate result.

When looking at just those who identify as disabled, 13.1% rate accessibility as very poor, compared to 8.5% in the general result.

	The accessibility for disabled people or people with mobility issues											
	Very good		Good		Neither good or poor		Poor		Very poor		Don't know	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Yes, a little	18	4.1	63	14.2	73	16.4	109	24.5	54	12.2	127	28.6
Yes, a lot	25	3.9	75	11.8	102	16.0	128	20.1	88	13.8	220	34.5
All disability	43	4.0	138	12.7	175	16.2	237	21.9	142	13.1	347	32.1
Total	174	3.9	533	11.9	588	13.2	760	17.0	379	8.5	2029	45.5

Table 4.3.3: Attitudes of those with disabilities on disabled access in local area

Respondents were also asked which of the following categories they agree the council should be taking action to tackle.

To what extent do you agree or disagree that the council should act in local neighbourhoods to:	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Improve air quality	1950	42.5	1321	28.8	904	19.7	206	4.5	149	3.3	53	1.2
Reduce traffic noise	1418	31.1	1142	25.0	1365	29.9	360	7.9	217	4.8	59	1.3
Reduce traffic congestion	1983	43.2	1376	30.0	792	17.3	207	4.5	189	4.1	43	0.9
Improve road safety	2049	44.7	1537	33.5	743	16.2	120	2.6	101	2.2	34	0.7

Table 4.3.4: Opinion on council action to tackle local issues

Across all four categories, over 50% of respondents agree or strongly agree that the council should act. The area which most respondents agree with is to improve road safety (78.2%). Respondents were less concerned with action to reduce traffic noise (56.1%).

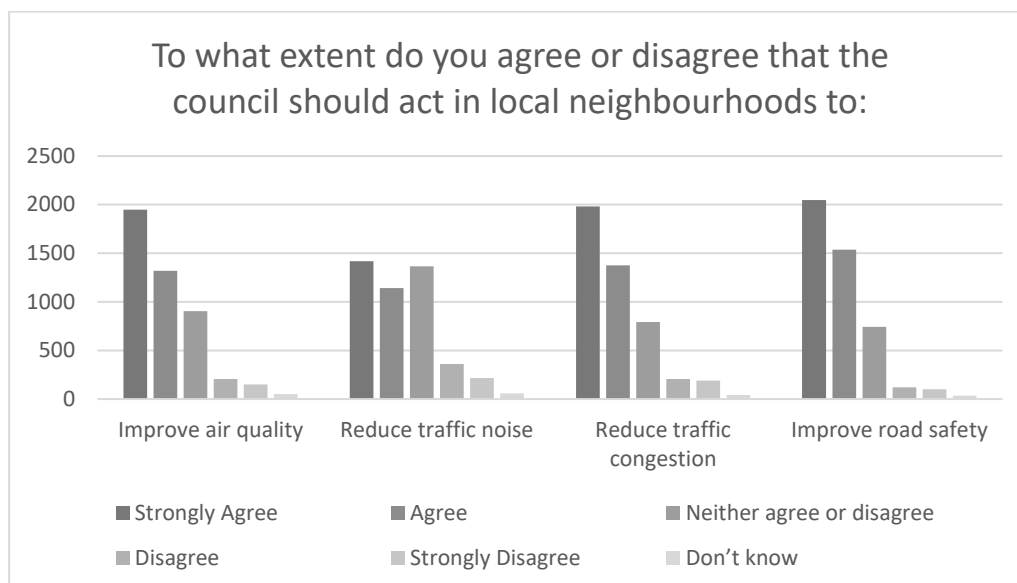


Figure: 4.3.5: Opinion on council action to tackle local issues

Respondents are polarised in their opinion on road reallocation to walking and cycling shown in the table below:

To what extent do you support or oppose reallocating road space to walking and cycling in your local area/ neighbourhood		
	No.	%
I strongly support this	1833	39.9
I support this	474	10.3
I neither support or oppose this	238	5.2
I oppose this	404	8.8
I strongly oppose this	1633	35.6
I don't know/ not sure	10	0.2
Total	4592	100

Table 4.3.6: Levels of support for reallocating road space

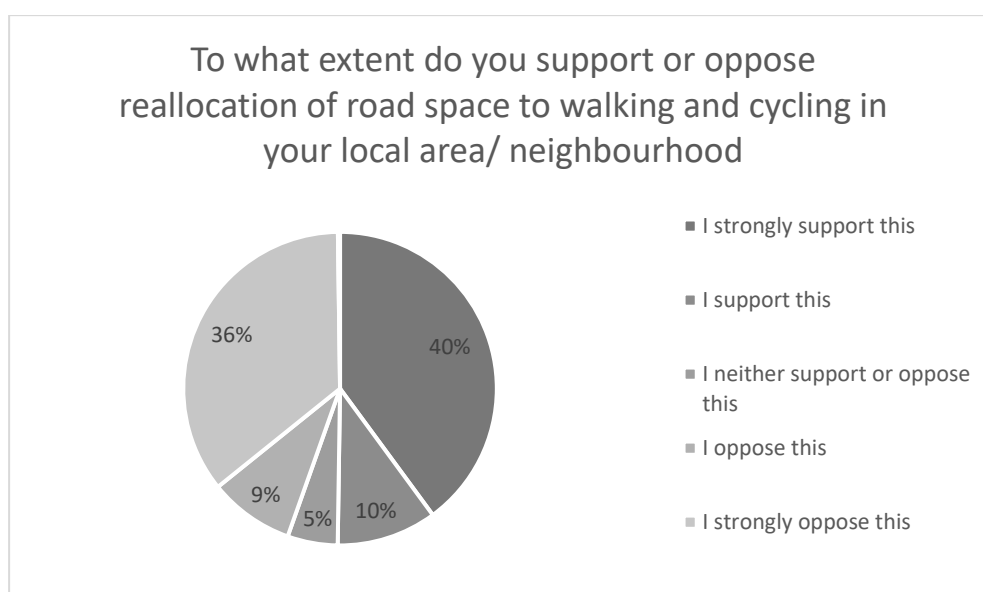


Figure 4.3.7: Levels of support for reallocating road space

Distribution of levels of support for reallocating road space by postcode are as follows:



Figure 4.3.8 Levels of support for reallocation road space by postcode area

Levels of support for road reallocation by mode shows highest levels of support¹² from regular cyclists (once a week or more) at 78.1% compared to only 40% of regular car drivers. Highest levels of opposition¹³ comes from those who never walk at 79.5% and for those who never cycle at 69.2% (see Table 4.3.8 and Figure 4.3.9).

¹² Support or strongly support reallocating road space for walking and cycling

¹³ Oppose or strongly oppose reallocating road space for walking and cycling

Mode	Frequency	I strongly support this		I support this		I neither support or oppose		I oppose this		I strongly oppose this		Don't know/ Not sure	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	1615	45.7	409	11.6	193	5.5	299	8.4	1012	28.6	6	0.2
	Less often	118	26.6	31	7.0	18	4.0	51	11.5	224	50.5	2	0.4
	Never	38	11.6	15	4.6	14	4.3	26	7.9	235	71.6	0	0.0
Cycle	Once a week or more	1157	66.0	212	12.1	49	2.8	72	4.1	262	14.9	1	0.1
	Less often	363	39.2	104	11.2	59	6.4	93	10.0	303	32.7	4	0.4
	Never	228	15.7	111	7.7	106	7.3	172	11.9	831	57.3	2	0.1
Car (as driver)	Once a week or more	851	30.3	272	9.7	166	5.9	287	10.2	1231	43.8	5	0.2
	Less often	338	53.9	83	13.2	9	1.4	50	8.0	135	21.5	2	0.3
	Never	467	61.9	82	10.9	36	4.8	30	4.0	139	18.4	1	0.1
Bus	Once a week or more	609	44.4	181	13.2	93	6.8	150	10.9	431	31.4	7	0.5
	Less often	895	44.1	208	10.3	99	4.9	159	7.8	665	32.8	2	0.1
	Never	216	29.7	60	8.2	36	4.9	58	8.0	357	49.0	1	0.1
Total		1833	39.0	474	10.1	238	5.1	404	8.6	1633	34.8	10	0.2

Table 4.3.9: Levels of support for reallocating road space compared to frequency of use of mode travel

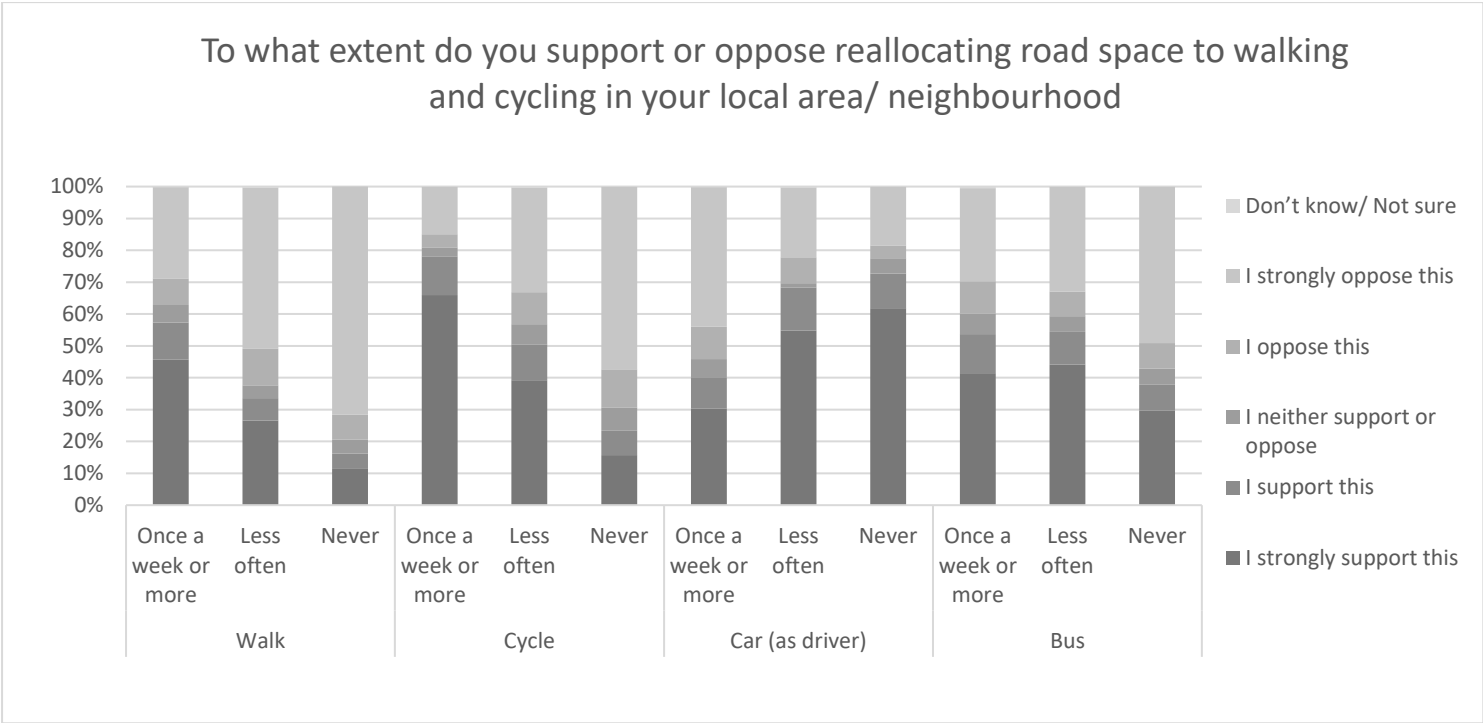


Figure 4.3.10: Levels of support for reallocating road space compared to frequency of use of mode travel

Respondents were asked to say more about their answer. 2801 respondents left comments: 1858 of these related to road reallocation. These have been themed as follows:

To what extent do you support or oppose reallocating road space to walking and cycling in your local area/ neighbourhood? (number of comments)			
	Positive	Neutral	Negative
General comments	259	92	250
Cycling related	492	122	607
Walking Related	300	24	157

Table 4.3.11: Additional comments on reallocating road space

And of these, Table 4.3.11 below shows comments related to specific schemes. Levels of negative comments are considerably higher where schemes are already on the ground.

To what extent do you support or oppose reallocating road space to walking and cycling in your local area/ neighbourhood? (Scheme related comments)		
	Positive	Negative
Old Shoreham Road	49	510
A259 (Seafront)	31	239
A23 Preston Circus to Patcham Roundabout	12	19
Western Road	1	2

Table 4.3.12: Scheme specific comments on reallocating road space

5 WESTERN ROAD RESULTS

2680 respondents answered questions about, and saw proposals for, Western Road. Responses came from all postcode areas of the city, as shown in Figure 5.1.

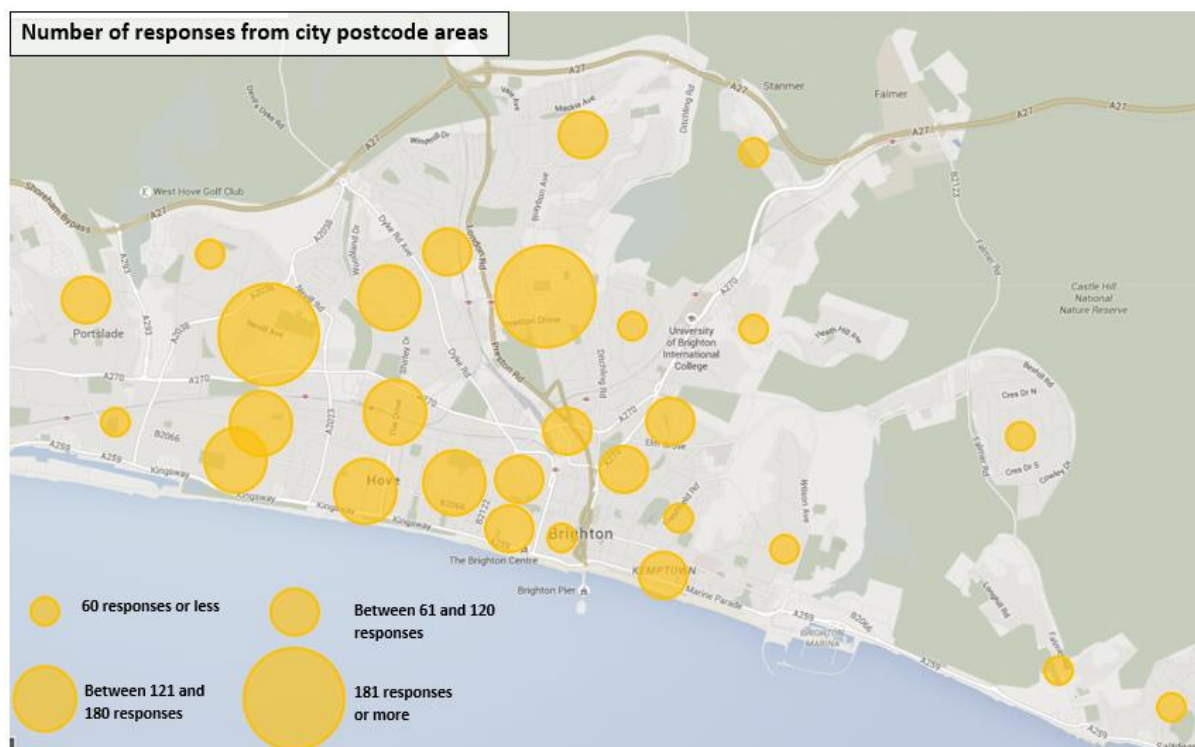


Figure 5.1: Postcode map of respondents who answered questions on Western Road

5.1 Your current experience

Respondents were asked about how they currently use and travel through this space and any issues they experience.

Table 5.1.1 below shows that walking was the most common main mode of travel in this area, followed by cycling and bus use. Western Road is a main bus route in the city but does not have any dedicated cycling infrastructure. Car use in the area is low but much of Western Road is restricted for private vehicle traffic.

What form of transport do you use most in the area?	No.	%
Walk	1254	47.1
Cycle ¹⁴	598	22.4
Bus	485	18.3
Car/ van as driver ¹⁵	211	7.9
Car/ van as passenger	43	1.6
Motorcycle/ Moped	11	0.4
Wheelchair/ Mobility Scooter	5	0.2
Taxi/ Private Hire	19	0.7
Community transport (eg Dial-a-Ride, volunteer car scheme)	1	0.0
I don't travel in this area	21	0.8
Other includes: Combination of modes, Skateboard / longboard / roller skate / scooter, E-scooter, Lorry / HGV	17	0.6
Total	2665	100

Table 5.1.1: Main mode of travel in Western Road

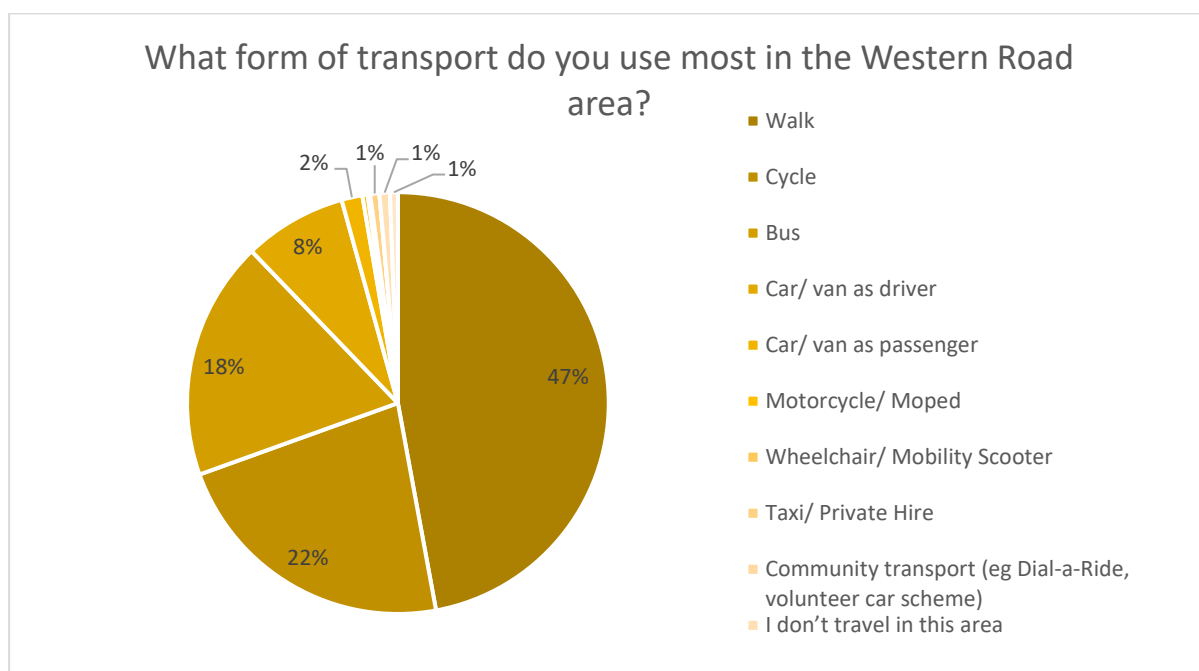


Figure 5.1.2: Main mode of travel in Western Road

Western Road is situated in the city centre and, together with being a major bus thoroughfare, is also close to a number of bars, businesses and shops, including the city's main shopping centre. Table 5.1.3 shows most respondents indicated shopping was their main purpose for visiting Western Road.

Why do you visit this area?	No.
To shop	2277
To get from A to B/ passing through to another location	1598

¹⁴ Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

¹⁵ Includes Car Club

Why do you visit this area?	No.
To visit pubs/ nightclubs/ restaurants	957
To meet friends	734
To take a bus or change bus	679
To attend events	543
To visit local businesses	541
To visit friends or relatives who live in the area	294
To visit doctors' surgeries/ health facilities	237
I live here	166
I work here	130
To take children to school or nursery	33
I don't visit this area	17
To get to college or university	16
To get myself to school	2
Other includes: Occasional work / visiting clients / meetings, to deliver something, Exercise / just to walk or cycle, Visiting places of worship, Volunteering, Recycling	25

Table 5.1.3: Purpose of visiting Western Road

Are there any problems or issues with getting around in the Western Road area?	No.
There are not enough cycle lanes or routes	959
It's not safe to cycle	875
It's difficult to cross the road	867
Bus journeys are expensive	741
Vehicles are inconsiderately / illegally parked	738
There is not enough cycle parking	735
There is too much traffic congestion	725
There is too much pollution	674
There is too much street clutter	631
The road condition is poor	574
The condition of the pavements is poor	565
Bus journeys are slow	526
The pavements are too narrow	513
There are not enough seating or resting points	351
There is a fear of crime/ not enough security	324
The traffic speed is too high / the roads are unsafe	315
There are too many barriers when walking around (eg fences, guard rails)	300
There is not enough parking	263
It's confusing for drivers to navigate	183
There are not enough dropped kerbs	154
There are not enough BTN Bikeshare hubs	141
There is not enough disabled parking	134
There are not enough direct bus routes	109
Buses don't go where I want them to go	106

Are there any problems or issues with getting around in the Western Road area?	No.
Buses aren't frequent enough	73
There are not enough taxi ranks	62
There are not enough bus real-time information signs	60
There is not enough travel information or maps on street	48
Other	321

Table 5.1.4: Problems with travel in Western Road

Issues with cycling in the area were mentioned most frequently as problems with getting around, this was particularly true amongst cyclists although pedestrians and bus drivers also noted cycling safety as an issue.

Main mode	Top 5 problems or issues	No.
Walk	It's difficult to cross the road	471
	It's not safe to cycle	410
	There are not enough cycle lanes or routes	396
	There is too much street clutter	361
	Vehicles are inconsiderately / illegally parked	357
Cycle	There are not enough cycle lanes or routes	405
	There is not enough cycle parking	325
	It's not safe to cycle	301
	The road condition is poor	250
	Vehicles are inconsiderately / illegally parked	216
Car as driver	There is not enough parking	83
	Bus journeys are expensive	60
	The condition of pavements is poor	46
	The road condition is poor	43
	There is too much street clutter	43
Bus	Bus journeys are expensive	184
	It's difficult to cross the road	176
	Bus journeys are slow	175
	It's not safe to cycle	129
	There are not enough cycle lanes or routes	125

Table 5.1.5: Problems with travel in the Western Road area by main mode used

321 respondents left an 'other' comment further to the list of problems and issues offered. Of these, 38 people stated there were no problems in this area. Some respondents expanded on their answers above, eg explained where they found it difficult to cross the road, and others identified additional problems in the area.

Problems in the area - Other Comments (Top ten comments)	No.
It feels unsafe to cycle in the area due to the conflict and proximity to buses	43
There is a large amount of homelessness / begging in the area	41
Cyclists are a hazard in the area	35
Too many buses use this area	32
It's run down / scruffy / not desirable to visit	27
Pedestrian awareness is poor / people step into the road without looking	18
The pavements are too crowded / it's too busy	15
Too many delivery mopeds blocking pavements / speeding / dangerous	14
It's difficult to cross the road at Churchill Square / near Marks & Spencer	14
Parking is too expensive	12

Table 5.1.6: Additional problems with travel in the Western Road area

Alongside problems, respondents were also given the opportunity to suggest key improvements they felt the area would benefit from.

If you could make any improvements to travel and transport in the Western Road area, what would you like to see?	No.
More trees and vegetation	1269
Better/safer crossing points – Churchill Square area	1246
Improve cycle safety	1135
New cycle lanes or routes in the area	1042
Better/ safer crossing points – Dyke Road/ Clock Tower	930
Reduce anti-social behaviour	916
Reduce waiting time for pedestrians at traffic lights – Clock Tower	878
Reduce cost of bus fares	869
Improve air quality or reduce pollution	857
Increase the amount of cycle parking	843
Wider pavements	805
Limit street clutter (eg communal bins)	768
Improve pavement surfaces	729
Reduce waiting time for pedestrians at traffic lights Dyke Road	675
Improve the condition of the road surface	650
Better bus flow through the area	642
Remove unnecessary signage	565
Reduce traffic congestion or improve traffic flow	564
Better/ safer crossing points – other locations	533
More direct walking routes (eg remove fences or guard rails)	523
More seating or resting areas	501
Improve road safety	484
Improve the feeling of personal safety	459
Better parking enforcement	401
Reduce traffic speed	360
Increase the number of dropped kerbs	322
Fewer buses in the area	316
Improve the road layout to make it less confusing	295

If you could make any improvements to travel and transport in the Western Road area, what would you like to see?	No.
More parking in the area	293
More BTN Bikeshare hubs	267
More disabled parking in the area	165
More bus routes/ more direct bus routes	124
Improve travel information/ maps on street	112
More bus real-time information signs	106
More frequent buses	99
Better/ more bus stops	88
More taxi ranks	71

Table 5.1.7: Suggested improvements in the Western Road area

Suggested improvements around walking and cycling conditions were common however the most popular suggested improvements was a request for more trees and vegetation in the area. This featured in the top 5 for pedestrians, cyclists and bus users. Improvements suggested often reflected the mode most used by the respondent.

Main mode	Top 5 improvements in the area	No.
Walk	More trees or vegetation	653
	Better / safer crossing points at Churchill Square	629
	Reduce anti-social behaviour	495
	Improve cycle safety	491
	Wider pavements	484
Cycle	Improve cycle safety	455
	New cycle lanes or routes in the area	445
	Increase the amount of cycle parking	358
	More trees or vegetation	323
	Better / safer crossing points at Churchill Square	276
Car as driver	More parking in the area	91
	Reduce anti-social behaviour	74
	Reduce the cost of bus fares	55
	Improve the condition of the road surface	52
	Limit street clutter	52
Bus	Better / safer crossing points at Churchill Square	256
	Reduce the cost of bus fares	207
	More trees or vegetation	207
	Better bus flow through the area	203
	Reduce anti-social behaviour	177

Table 5.1.8: Suggested improvements in the Western Road area by main mode of travel

182 respondents gave further suggestions for where what improvements they would like to see in the area:

Improvements in the area - Other Comments (Top 10)	No.
Cleaner streets, less litter, dog fouling, graffiti	22
Pedestrianise all areas of Western Road	14
Stop cyclists from riding on pavements	13
Lower parking charges	12
Improve or change crossings / want diagonal or countdown / remove puffin crossings	12
Make access only or buses only	11
Stop delivery riders / mopeds parking on pavements or speeding	11
Restrict or ban cyclists from the area	10
Widen roads / remove pinch points / remove chicanes	9
Enforcement of dangerous cycling / cyclist jump lights	7
Make side roads safer / close off side roads or improve crossing facilities	7
Introduce more electric buses	7

Table 5.1.9: Additional suggested improvements in the Western Road area

Respondents were asked to score walking conditions from 1 to 10 (where 1 is poor and 10 is excellent)

How would you score the overall quality of WALKING conditions in the Western Road area?		
	No.	%
1	58	2.3
2	110	4.5
3	230	9.3
4	279	11.3
5	590	23.9
6	420	17.0
7	393	15.9
8	261	10.6
9	58	2.3
10	54	2.2
Don't know	16	0.6
Total	2469	100

Table 5.1.10: Western Road walking score

The average satisfaction score for walking conditions in Western Road was 5.5. Figure 5.1.11 shows the distribution of scores.

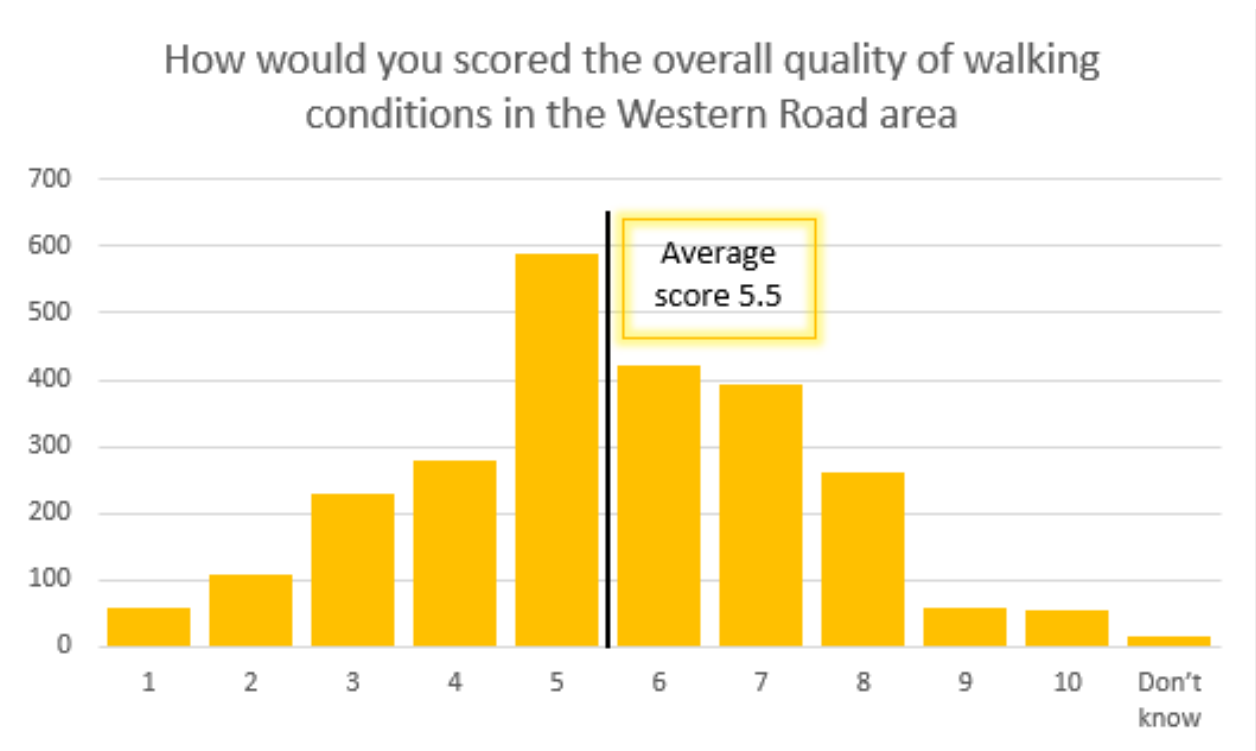


Figure 5.1.11: Distribution of Western Road walking scores

Scores given to walking conditions were fairly similar across the most popular modes of travel with car drivers scoring, on average, more favourably (6.3) compared to cyclists (5.3) and bus users (5.7). Respondents who said they travelled mostly on foot in the area scored the walking conditions 5.4, which was just below the overall average score.

If you walk in the Western Road area, how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	664	25.2	1265	48.0	514	19.5	147	5.6	26	1.0	17	0.6
After dark	129	5.0	691	26.8	801	31.0	595	23.1	211	8.2	153	5.9

Table 5.1.12: Perceptions of walking safety in Western Road

Perceptions of safety drop significantly between the day and after dark. Only 1% of respondents feel very unsafe during the day in the Western Road area compared to 8.2% of respondents after dark. Darker colours in figure 5.1.13 represent higher levels of safety.

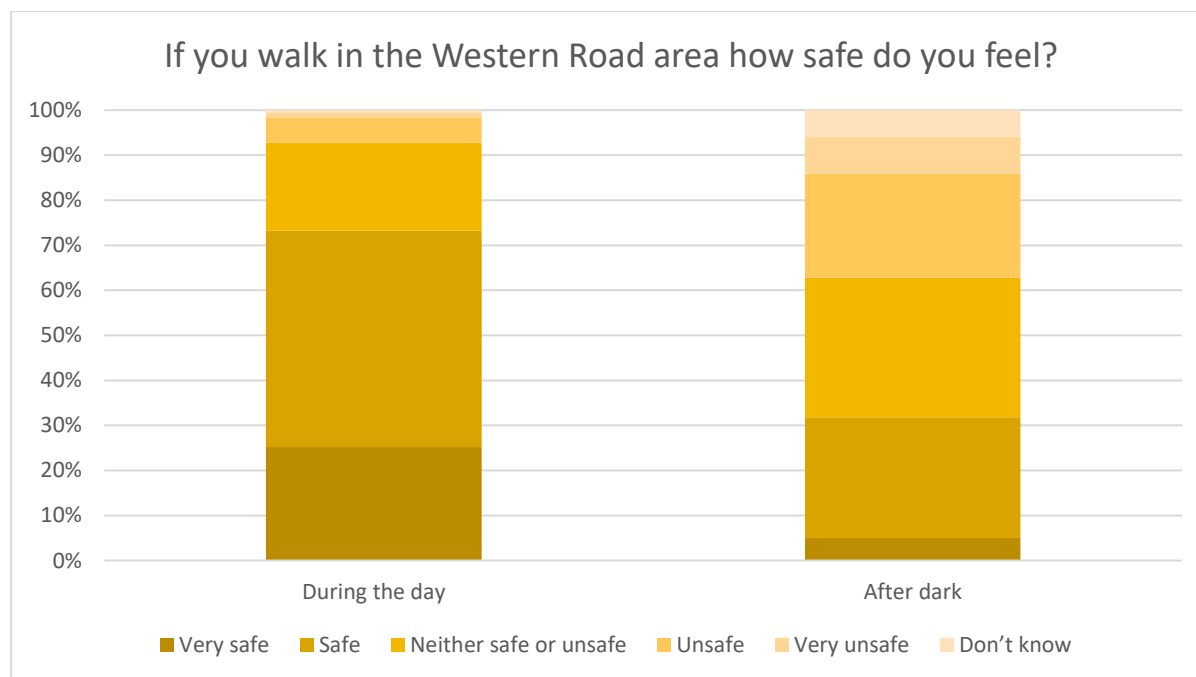


Figure 5.1.13: Perceptions of walking safety in Western Road

There were slight differences in how safe men and women felt walking in the area, but both reflected the overall perception that they felt less safe after dark. This pattern was also true when looking at different age categories. Those with disabilities, however, felt more unsafe or very unsafe at both times of the day.

If you walk in the Western Road area, how safe do you feel?	Disability	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	Yes, a little	58	22.4	121	46.7	53	20.5	23	8.9	2	0.8	2	0.8
	Yes, a lot	90	24.9	148	40.9	77	21.3	35	9.7	9	2.5	3	0.8
	No	480	25.7	938	50.3	350	18.8	76	4.1	12	0.6	10	0.5
After dark	Yes, a little	5	2.0	57	22.4	71	28.0	80	31.5	21	8.3	20	7.9
	Yes, a lot	11	3.1	81	22.9	113	31.9	72	20.3	46	13.0	31	8.8
	No	90	4.9	524	28.7	588	32.2	413	22.6	121	6.6	92	5.0

Table 5.1.14: Perceptions of walking safety in Western Road by disability

Those who indicated their day to day activities were limited a lot were also more inclined to feel very unsafe with the quality of walking conditions in the area.

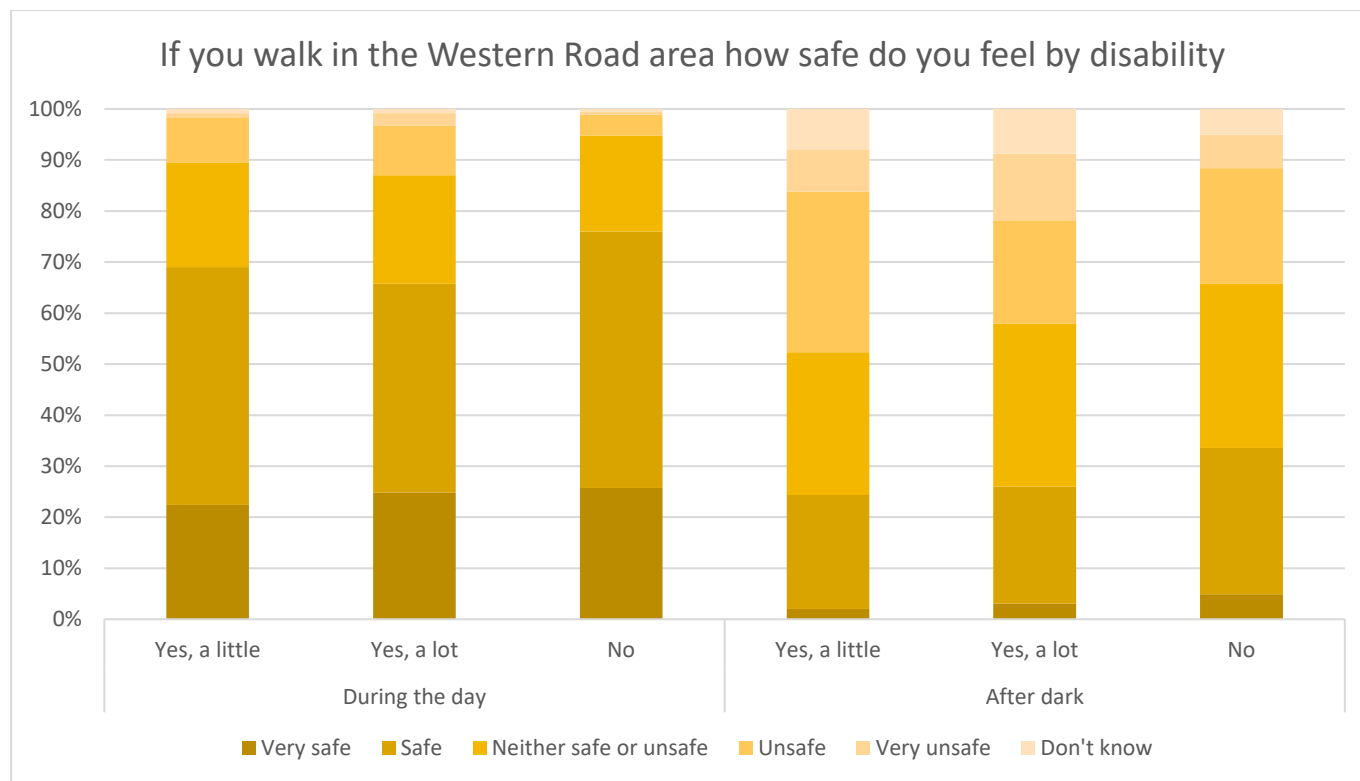


Table 5.1.15: Perceptions of walking safety in Western Road - by disability

The decrease in safety after dark compared to during the day as seen across all respondents was reflected again in those with disabilities. 506 respondents gave additional comments as to why they felt unsafe or very unsafe walking in the area. The issue of anti-social behaviour in the area was the biggest worry for many, and this was particularly true after dark.

If you have answered either very unsafe or unsafe, walking in the Western Road area, please tell us more about this (Top ten)	No. of times mentioned
Too much anti-social behaviour / drunken behaviour / drug taking / homelessness / aggressive begging / unsafe for women / no police presence	426
Too dark / lighting is poor or insufficient	47
There are too many cyclists / cycling on pavements	15
There are not enough people around / it's deserted / shops and businesses are empty / feel vulnerable	14
Crossing the road is dangerous	13
Behaviour of drivers / taxi drivers	9
Traffic goes too fast	9
Too many people / pavements are too crowded	8
Not enough CCTV	8
Too much pollution	6

Table 5.1.16: Reasons for feeling unsafe walking

In total 173 respondents said they felt unsafe or very unsafe walking here during the day compared to 806 after dark. The issue of anti-social behaviour in the area was the biggest concern, and this was particularly true after dark.¹⁶

If you have answered either very unsafe or unsafe, walking in Western Road, please tell us more about this (Top ten)	No. of times mentioned	
	During the day	After Dark
Too much anti-social behaviour / drunken behaviour / drug taking / homelessness / aggressive begging / unsafe for women / no police presence	78	397
Too dark / lighting is poor or insufficient	2	49
There are too many cyclists / cycling on pavements	11	11
There are not enough people around / it's deserted / shops and businesses are empty / feel vulnerable	0	12
Crossing the road is dangerous	10	9
Behaviour of drivers / taxi drivers	5	8
Traffic goes too fast	6	6
Too many people / pavements are too crowded	4	6
Not enough CCTV	2	8
Too much pollution	5	5

Table 5.1.17: Reasons for feeling unsafe walking by time of the day

Respondents were also asked to score the overall quality of cycling conditions in the area (where 1 is poor and 10 is excellent).

¹⁶ Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

How would you score the overall quality of CYCLING conditions in the Western Road area?		
	No.	%
1	269	11.5
2	245	10.5
3	359	15.4
4	294	12.6
5	273	11.7
6	139	6.0
7	117	5.0
8	70	3.0
9	30	1.3
10	106	4.5
Don't know	432	18.5
Total	2334	100

Table 5.1.18: Western Road cycling score

Across all respondents the average satisfaction score for cycling conditions in the Western Road area was 4.1. The distribution of satisfaction scores is shown below in figure 5.1.19.

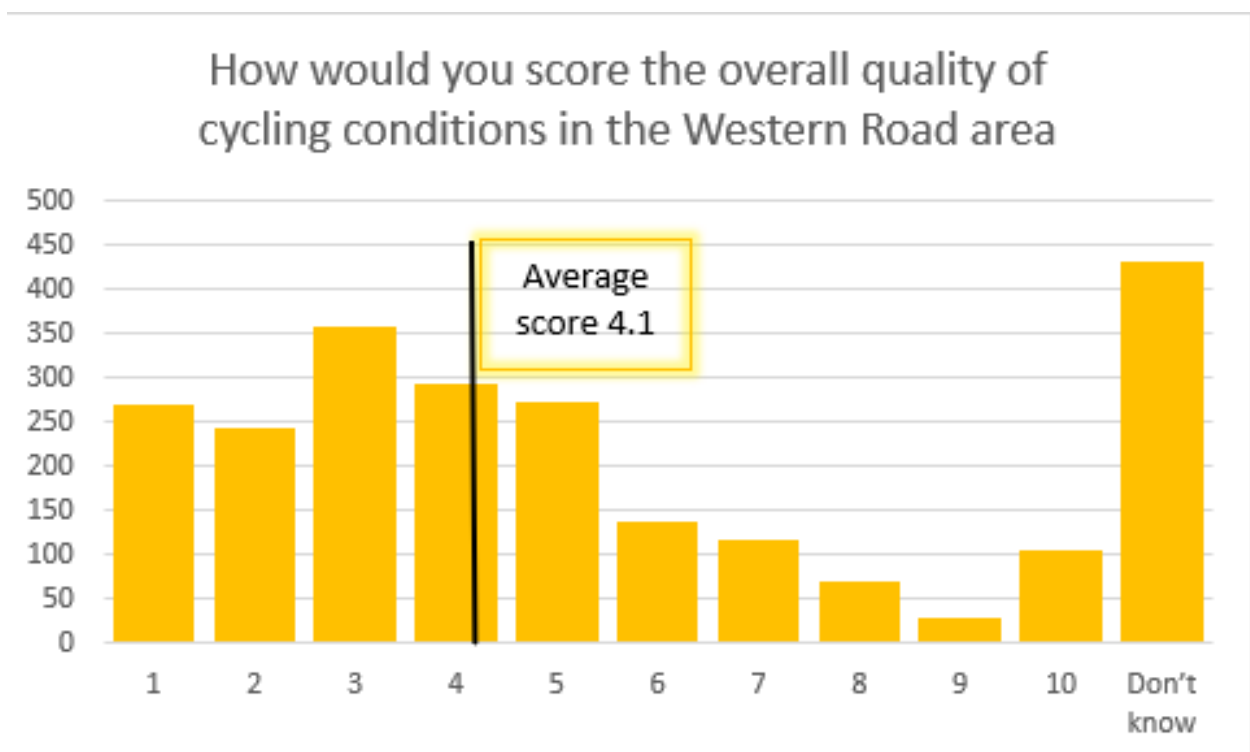


Figure 5.1.19: Distribution of Western Road cycling scores

Differences in scoring of cycling conditions in the area depended on the main mode of travel used by respondents. Figure 5.1.20 shows 18.9% of car drivers gave a score of 10 for cycling conditions compared to less than 1% of cyclists.

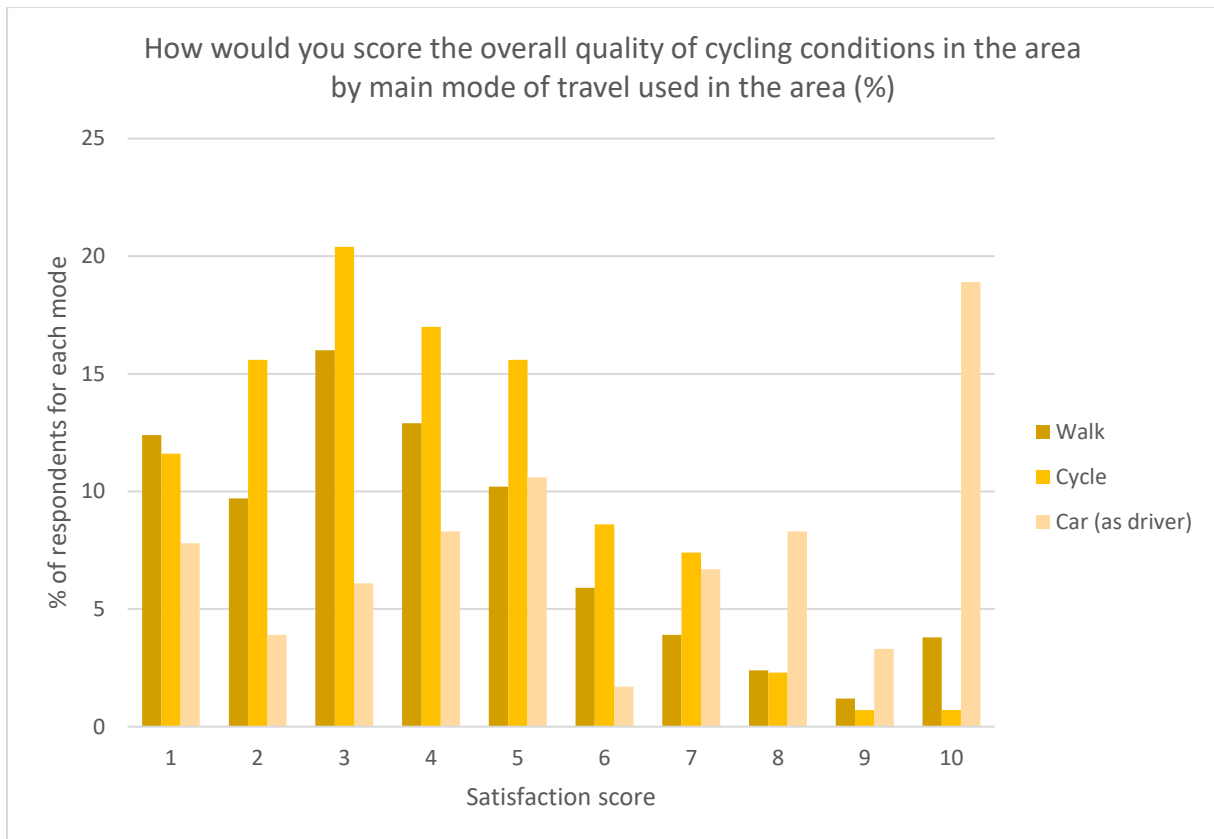


Figure 5.1.20: Cycling safety score in the Western Road area by main mode used

Cyclists only scored the conditions at an average of 3.8, bus users also scored cycling conditions lower than the overall average at 3.9. However, car drivers gave an average score of 6.1, which suggests they perceive cyclists to have better conditions and facilities in this area than cyclists state they experience. Those who walk mostly in the area scored cycling conditions 5.3 which is above the overall average.

If you cycle in the Western Road area how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	128	6.0	334	15.7	392	18.4	658	31.0	182	8.6	432	20.3
After dark	85	4.1	297	14.2	418	19.9	510	24.3	276	13.2	512	24.4

Table 5.1.21: Perceptions of cycling safety in Western Road

Perceptions of safety for cycling are much lower than those for walking in the area with close to 40% of respondents feeling unsafe or very unsafe cycling during the day and after dark.

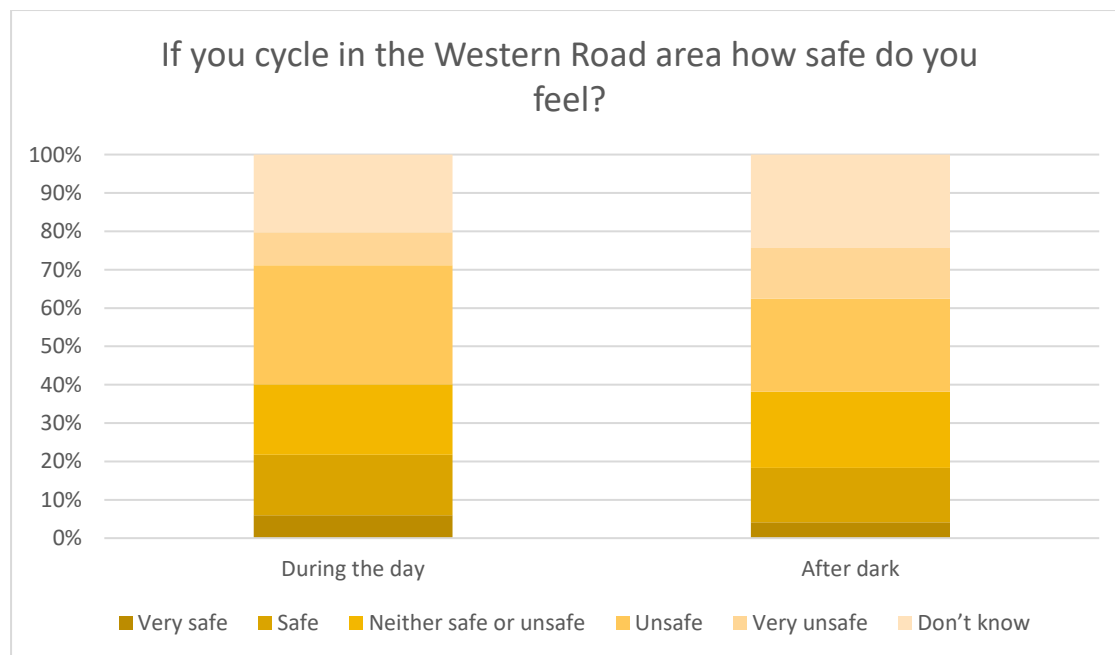


Figure 5.1.22: Perceived cycling safety in Western Road

The difference between the day and after dark levels of safety of cycling was less pronounced than for safety of walking, this is supported by the further comments below indicating that the levels of traffic in Western Road make cycling during the day feel just as unsafe as after dark, a number of respondents stated that they felt safer at night because of the reduced traffic levels.

599 respondents added additional comments as to why they felt unsafe or very unsafe cycling in the Western Road area. The main issues were around sharing the space with other road users, without any protection or enough space. Buses were a particular area of concern, especially during the day.

If you have answered either very unsafe or unsafe, cycling in Western Road, please tell us more about this (Top ten)	No. of times mentioned
Bus and cycle conflict / buses drive too close / aggressive towards cyclists / pull in and out of stops / difficult to navigate past	254
Too busy / too much traffic / congestion / drivers are inconsiderate of cyclists / would avoid the area / not suitable	194
Pedestrians step out into other road / don't look for cyclists	96
The road condition is poor	86
There is no provision for cyclists / no cycle lanes / no protection	86
Illegal or inconsiderately parked vehicles block cycle routes / threat of 'dooring'	64
Taxis drive too fast / make U-turns / taxi drivers inconsiderate of cyclists	57
Junctions and side roads are dangerous	29
Road is too narrow / pinch points	28
Speed of traffic is too high	28

Table 5.1.23: Reasons for feeling unsafe cycling

There is not such a pronounced variation in perceptions of safety for cycling in the area as there is for walking. In total 840 respondents said they felt unsafe or very unsafe cycling in Western Road during the day, and 786 said they felt this way after dark. The additional comments above are split between the two times of day below.¹⁷

¹⁷ Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe, cycling in Western Road, please tell us more about this (Top ten)	No. of times mentioned	
	During the day	After Dark
Bus and cycle conflict / buses drive too close / aggressive towards cyclists / pull in and out of stops / difficult to navigate past	239	174
Too busy / too much traffic / congestion / drivers are inconsiderate of cyclists / would avoid the area / not suitable	180	152
Pedestrians step out into other road / don't look for cyclists	87	67
The road condition is poor	74	64
There is no provision for cyclists / no cycle lanes / no protection	71	67
Illegal or inconsiderately parked vehicles block cycle routes / threat of 'dooring'	61	56
Taxis drive too fast / make U-turns / taxi drivers inconsiderate of cyclists	51	46
Road is too narrow / pinch points	25	12
Junctions and side roads are dangerous	25	23
Speed of traffic is too high	21	24

Table 5.1.24: Reasons for feeling unsafe cycling by time of the day

5.2 Proposals for Western Road

Respondents were given a summary of early proposals for the area, including road resurfacing and widening, and improved crossing points.

Do you have any comments about these proposals? (1592 people left comments, top ten comments)	No. of times mentioned
General positive comments	581
Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	204
Buses: too many/ at Churchill Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	118
Not needed/ waste of money/ negative	100
Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	81
Crossings: more/ safer/ raised tables/ zebra crossings	61
No improvements for cyclists	59
Ban/ reduce cars/ private vehicles	57
Don't widen road	49
Pedestrianise/ Churchill Square/ like New Road/ town centre/ Preston Street/ During the day	49

Table 5.2.1: Overall comments on the proposals for Western Road

Comments about the plans were largely positive. The proposals did not include any dedicated cycling infrastructure which was noted frequently in the comments section. Comments remained positive across genders and age groups.

Comments were also similar from those with disabilities and those without.

Disability	Top 5 comments	No.
Yes, a little	General positive comments	56
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	12
	Not needed/ waste of money/ negative	10
	Crossings: more/ safer/ raised tables/ zebra crossings	7
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	6
Yes, a lot	General positive comments	78
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	25
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	21
	Cycling need to obey the Highway Code/ have insurance/ pay tax	15
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	14
No	General positive comments	429
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	158
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	79
	Not needed/ waste of money/ negative	63
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	55

Table 5.2.2: Overall comments on the proposals for Western Road by disability

Comments were also broadly similar for all modes of travel in the area, with car drivers slightly less positive in general, but recognising the need for improved pedestrian conditions.

Main mode	Top 5 Comments	No.
Walk	General positive comments	277
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	79
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	52
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	50

Main mode	Top 5 Comments	No.
	Crossings: more/ safer/ raised tables/ zebra crossings	39
Cycle	General positive comments	170
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	94
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	36
	No cycling improvements/ nothing for cyclists	29
	Needs more secure cycling parking	21
Car as driver	Crossings: more/ safer/ raised tables/ zebra crossings	24
	General positive comments	15
	Car: anti/need or improve access, more/ cheaper parking	14
	Cycling need to obey the Highway Code/ have insurance/ pay tax	7
	No cycle lane/ remove others	
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	6
Bus	General positive comments	99
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	25
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	24
	Crossings: more/ safer/ raised tables/ zebra crossings	20
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	
	Buses/ vehicles: don't impede/ better flow/ traffic management/ widen road/ allow to pull in	17

Table 5.2.3: Overall comments on the proposals for Western Road by main mode of travel

6 PRESTON CIRCUS TO PATCHAM ROUNDABOUT (A23) RESULTS

1977 respondents answered questions about and saw proposals for Preston Circus to Patcham Roundabout (A23). Responses came from all postcode areas of the city.

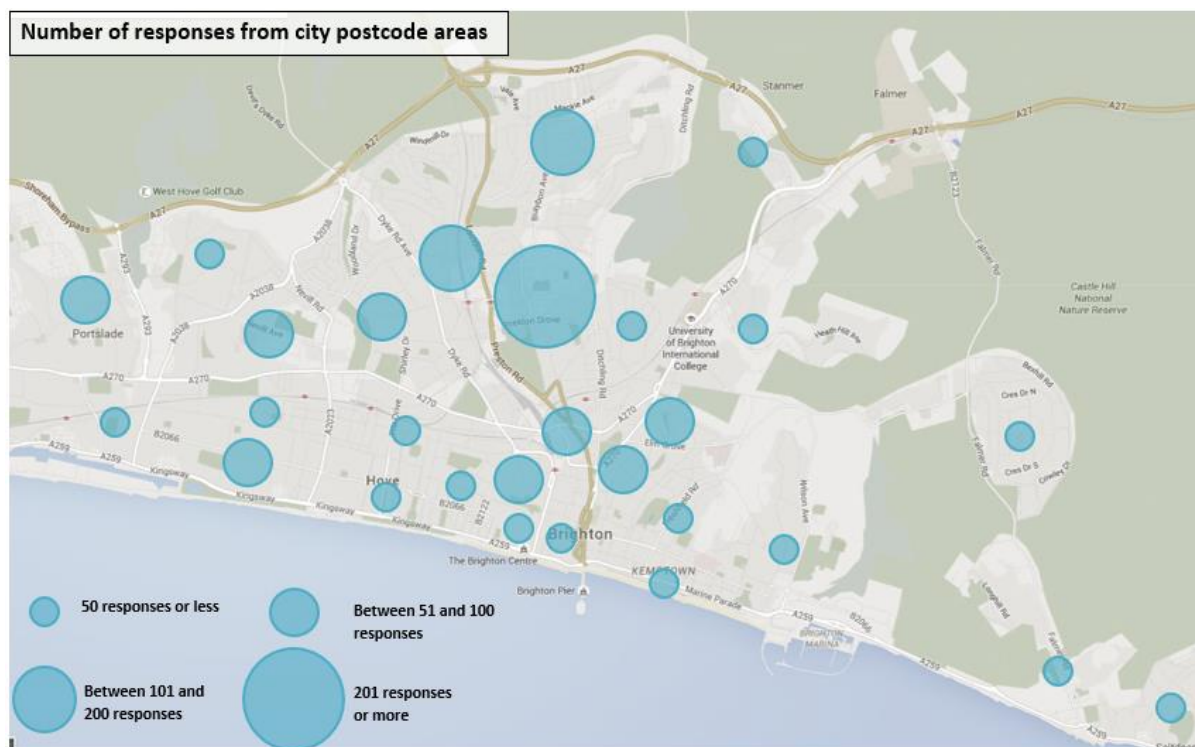


Figure 6.1: Postcode map of respondents who answered questions on Preston Circus to Patcham Roundabout (A23)

6.1 Your current experience

Respondents were first asked about how they currently used the area and specific problems they encountered.

Driving a car or van was the most common main mode of travel in this area, followed by cycling and walking. The A23 is a main artery into the city from the north. There are bus priority lanes and cycle lanes already in-situ but it is proposed that these are extended and improved in line with new national cycle infrastructure design standards.

What form of transport do you use most in the area?	No.	%
Walk	329	16.7
Cycle ¹⁸	546	27.8
Bus	101	5.1
Car/ van as driver ¹⁹	817	41.6
Car/ van as passenger	98	5.0
Motorcycle/ Moped	24	1.2
Wheelchair/ Mobility Scooter	1	0.1
Taxi/ Private Hire	12	0.6
Community transport (eg Dial-a-Ride, volunteer car scheme)	1	0.1
I don't travel in this area	22	1.1
Other includes: Combination of modes, Running / jogging, Lorry / HGV	14	0.1

Table 6.1.1: Main mode of travel in the A23 area

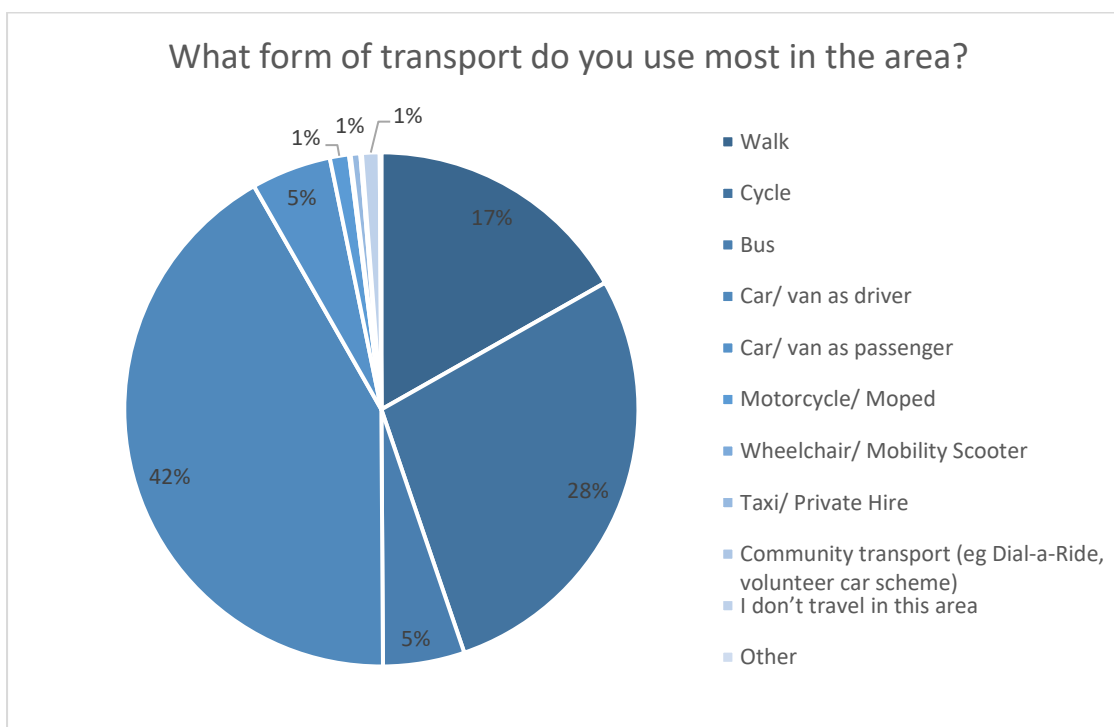


Figure 6.1.2: Main mode of travel in the A23 area

Reflecting the fact that the A23 is a main artery into and out of the city, a large number of respondents said that they mostly used this route to get to other destinations. It should also be noted, however, there are popular destinations in the area, in particular the many parks and green spaces along this route.

¹⁸ Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

¹⁹ Includes Car Club

Why do you visit this area?	No.
To get from A to B/ passing through to another location	1531
To visit Preston Park/ Withdean Park	825
To shop	528
To meet friends	513
I live here	448
To visit friends or relatives who live in the area	439
To visit to the doctors' surgeries/ health facilities	406
To attend events in Preston Park	347
To visit local businesses	337
To visit pubs/ nightclubs/ restaurants	314
To use the sports facilities in Preston Park	294
To attend events	279
To use Preston Park Station	265
To visit Preston Manor	163
To take a bus or change bus	161
To use London Road Station	156
I work here	137
To take children to school or nursery	75
I don't visit this area	20
To get college or university	19
To use the Park & Ride	9
To get myself to school	6
Other includes: Exercise / to walk or cycle, to leave the city or access the countryside, occasional work / meetings in the area, to deliver something, visit Withdean Stadium, visit other local green spaces	58

Table 6.1.3: Purpose of visiting the A23 area

Problems or issues in the area were raised about cycling infrastructure, walking conditions and road conditions.

Are there any problems or issues with getting around in the area?	No.
There are not enough cycle lanes or routes	594
There is too much traffic congestion	557
It's not safe to cycle	555
The road condition is poor	516
The condition of the pavements is poor	510
It's difficult to cross the road	481
The traffic speed is too high/ the roads are unsafe	443
There is too much pollution	417
Vehicles are inconsiderately/ illegally parked	413
The pavements are too narrow	400

Are there any problems or issues with getting around in the area?	No.
Bus journeys are expensive	332
There is not enough cycle parking	328
There is too much street clutter (eg communal bins on pavements)	255
There is not enough parking	195
It's confusing for drivers to navigate	194
There are not enough seating or resting points	160
Bus journeys are slow	160
There are not enough dropped kerbs	136
There are too many barriers when walking around (eg fences, guard rails)	132
There is not enough parking at the train stations	128
There are not enough bus real-time information signs	127
Buses don't go where I want them to go	108
There is a fear of crime/ not enough security	104
There is not enough disabled parking	98
There are not enough Bikeshare hubs	94
There are not enough buses/ or enough direct bus routes	75
There is not enough travel information or maps on street	49
Other	217

Table 6.1.4: Problems with travel Preston Circus to Patcham Roundabout (A23)

Problems faced in this area vary depending on the main travel mode used. Cyclists are mostly concerned with lack of routes, pedestrians with various elements of the pavement quality and car drivers, elements including road condition and congestion. People travelling by bus also made several comments about difficulties moving around the area as a pedestrian.

Main mode	Top 5 Problems or issues	No.
Walk	The condition of pavements is poor	146
	The pavements are too narrow	141
	It's difficult to cross the road	134
	There is too much pollution	120
	There are not enough cycle lanes or routes	117
Cycle	There are not enough cycle lanes or routes	309
	It's not safe to cycle	267
	The traffic speed is too high / roads are unsafe	222
	The road condition is poor	190
	Vehicles are inconsiderately / illegally parked	178
Car as driver	There is too much traffic congestion	204
	The road condition is poor	198
	Bus journeys are expensive	149

Main mode	Top 5 Problems or issues	No.
BUS	The condition of pavements is poor	143
	There is not enough parking	140
	It's difficult to cross the road	38
	There is too much traffic congestion	33
	The condition of pavements is poor	29
	It's not safe to cycle	28
	The pavements are too narrow	25

Table 6.1.5: Problems with travel in the A23 area by main mode used

217 respondents left an 'other' comment. Of these, 21 people stated there were no problems in this area. Some respondents gave more detail on their answers above, eg they explained which locations had the most problems.

Problems or issues – Other Comments A23 (Top ten)	No.
Cycle lanes are stop start / on and off pavements	35
Main issues in the area are between Preston Circus and Preston Park	32
Too much pavement cycling in the area	25
Difficult to access properties / business / traffic has to cross bus and cycle lanes	20
Condition of the current cycle lanes is poor	18
Cycle lanes are obstructed with trees / parked vehicles	16
Cycle lanes are too narrow	13
Bus lanes are unnecessary / cause congestion	12
Dyke Road Drive junction is dangerous for cycling	7
Streets are unclean / litter / dog fouling / graffiti	5

Table 6.1.6: Additional problems with travel in A23 area

The most common suggested improvements were around improving conditions for cyclists or improving the route for drivers. The need to reduce pollution was also mentioned several times for this route.

If you could make any improvements to travel and transport in the area what would you like to see?	No.
Improve cycle safety	826
Improve existing cycle route on the A23	824
New/ more cycle lanes or routes in the area	742
More trees and vegetation	670
Improve air quality or reduce pollution	591
Improve the condition of the road	523
Reduce traffic congestion/ improve traffic flow	511
Reduce cost of bus fares	465
Increase the amount of cycle parking	390

If you could make any improvements to travel and transport in the area what would you like to see?	No.
Reduce traffic speed	353
Better facilities at Preston Park Station (eg cycle parking, pick up and drop off)	329
Remove unnecessary signage	313
Improve the road layout to make it less confusing	272
Better parking enforcement	217
Better facilities at London Road Station (eg cycle parking, pick up and drop off)	209
Improve the feeling of personal safety	192
More parking in the area	180
Better bus flow through the area	169
Increase the number of dropped kerbs	155
More BikeShare hubs	136
More bus routes/ more direct bus routes	102
More disabled parking bays	95
More frequent buses	88
More bus real-time information signs	81
Provide better/ more bus stops	63
Improve travel information/ maps on street	60
Fewer buses in the area	46
Other	150

Table 6.1.7: Suggested improvements in A23 area

When looking at the top 5 improvements by each mode, the introduction of more trees and vegetation is common across them all, despite much of this route running alongside parkland and wide grass verges.

Main mode	Top 5 improvements	No.
Walk	Widen pavements	182
	Better / safer crossing points	176
	Improve air quality or reduce pollution	168
	Improve cycle safety	166
	More trees and vegetation	165
Cycle	Improve cycle safety	423
	Improve the existing cycle route on the A23	383
	More trees and vegetation	221
	Improve air quality or reduce pollution	217
	Increase the amount of cycle parking	204
Car as driver	Reduce traffic congestion or improve traffic flow	231
	Improve the condition of the road	213
	More trees and vegetation	200
	Reduce the cost of bus fares	199
	Improve the existing cycle route on the A23	188
Bus	Better / safer crossing points	46
	More trees and vegetation	39

Main mode	Top 5 improvements	No.
	Improve the quality of the pavements	39
	Improve air quality or reduce pollution	35
	Reduce the cost of bus fares	32

Table 6.1.8: Suggested improvements in A23 area by main mode used

150 respondents gave details of other improvements they wanted to see in the area:

Improvements in the A23 area - Other Comments (Top ten comments)	No.
Measures to keep cyclists off pavements	17
Remove the existing bus lanes	15
Remove the existing cycle lanes	15
Preston Circus to Preston Park should be the focus for improvements	15
Widen the road / allow two-way traffic movement to flow	11
Prioritise traffic movement / this is a main arterial route that needs to flow	10
Need a Park & Ride scheme in the area	8
Cleaner streets, less litter / dog fouling / graffiti	7
Lower speed limits or enforce the current speed limits	7
Make the cycle lanes continuous / joined up	6

Table 6.1.9 Additional suggested improvements in A23 area

Respondents were asked to score walking conditions from 1 to 10 (where 1 is poor and 10 is excellent)

How would you score the overall quality of WALKING conditions in the Preston Circus to Patcham Roundabout area?		
	No.	%
1	42	2.4
2	85	4.9
3	127	7.3
4	183	10.5
5	316	18.1
6	258	14.8
7	254	14.6
8	177	10.1
9	69	4.0
10	114	6.5
Don't know	119	6.8
Total	1744	100

Table 6.1.10 A23 area walking score

The average satisfaction score across all respondents for walking conditions in the area is 5.8. Distribution of walking scores is shown below in Figure 6.1.11.

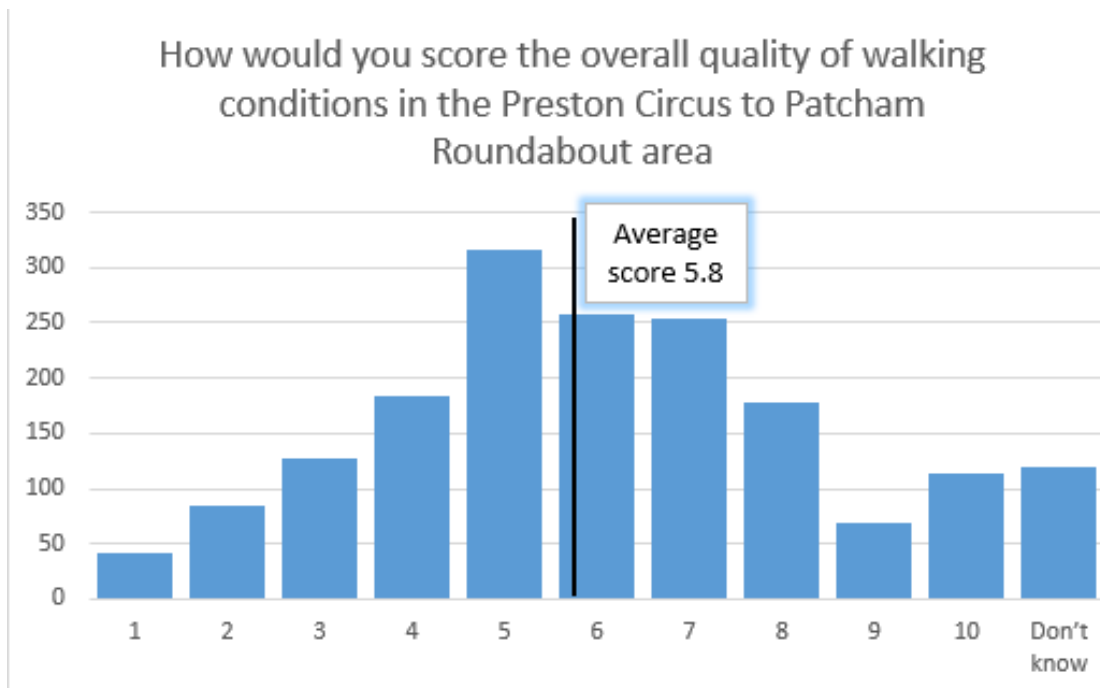


Figure 6.1.11: Distribution of A23 area walking scores

Car drivers and bus users gave walking conditions higher scores (6.4 and 5.7 respectively) than those who walk and cycle in the area (both gave an average of 5.2).



Figure 6.1.12: Distribution of walking scores in the A23 area by main mode of travel

If you walk in the area, how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	491	27.3	778	43.2	313	17.4	81	4.5	14	0.8	122	6.8
After dark	148	8.3	546	30.7	505	28.4	283	15.9	74	4.2	223	12.5

Table 6.1.13 Perceptions of walking safety in the A23 Area

As shown in Table 6.1.13, 70.5% of respondents felt safe or very safe walking in this area during the day, falling to just 39% after dark. However, from the additional comments provided, it is clear that respondents feel less safe walking after dark due to the environment in this area, rather than specific travel related issues.

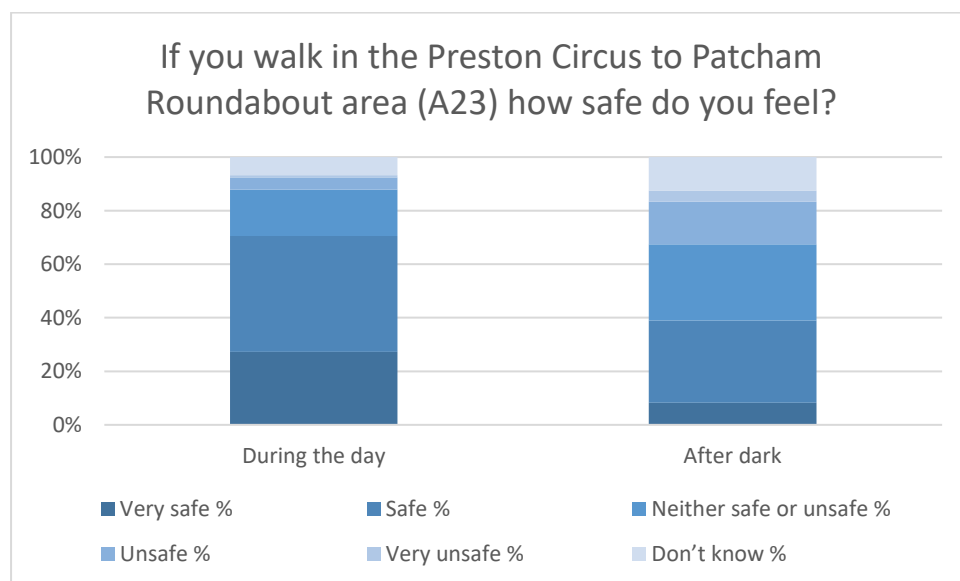


Figure 6.1.14 Perceptions of walking safety in A23 area

Only 3.9% of female respondents felt safe walking in the area after dark compared to 10.7% of male respondents. Levels of safety were much more similar between the two genders during the day.

Table 6.1.15 below shows that respondents who identified as having a disability were slightly less likely to feel safe or very safe at all times of the day.

If you walk in the Preston Circus to Patcham Roundabout area, how safe do you feel?	Disability	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	Yes, a little	39	25.0	67	42.9	29	18.6	10	6.4	0	0	11	7.1
	Yes, a lot	50	22.0	95	41.9	42	18.5	11	4.8	6	2.6	23	10.1
	No	376	28.7	581	44.3	220	16.8	52	4.0	5	0.4	78	5.9
After dark	Yes, a little	10	6.5	45	29.2	33	21.4	36	23.4	6	3.9	24	15.6
	Yes, a lot	15	6.7	64	28.6	64	28.6	33	14.7	17	7.6	31	13.8
	No	109	8.4	412	31.8	385	29.7	197	15.2	40	3.1	154	11.9

Table 6.1.15: Perceptions of walking safety in A23 area - by disability

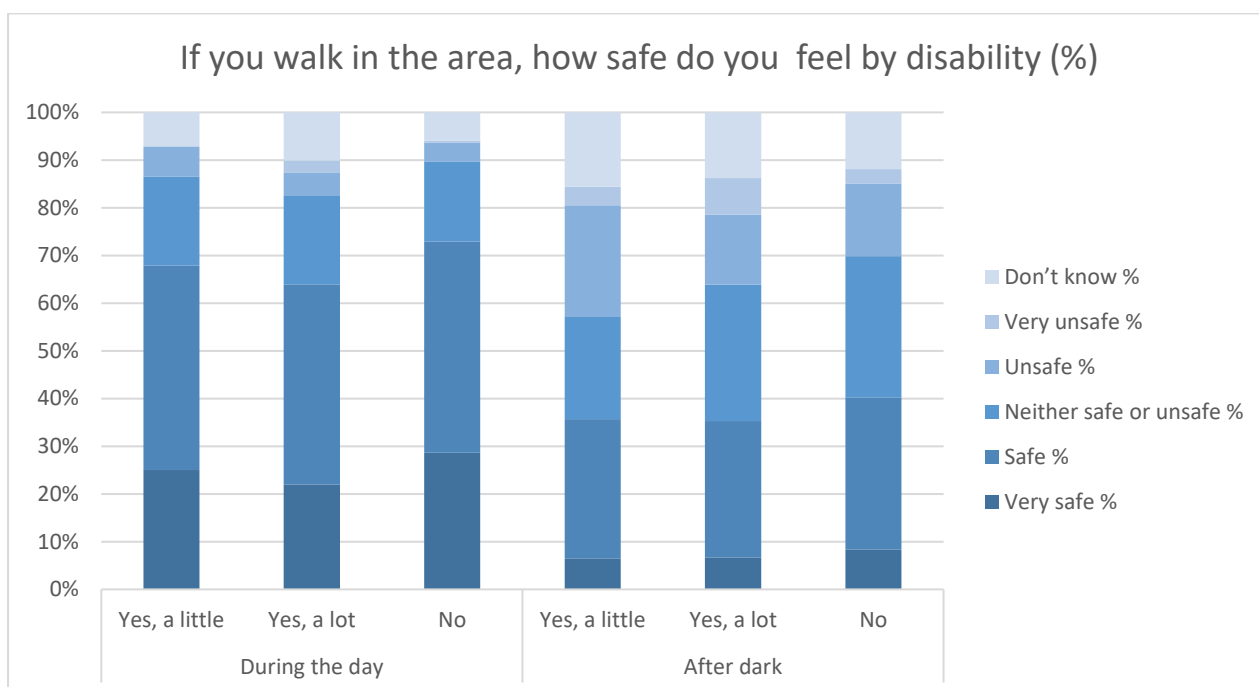


Figure 6.1.16: Perceptions of walking safety in A23 area - by disability

235 respondents added additional comments as to why they felt unsafe or very unsafe walking in the A23 Area. Their responses were themed as below.

If you have answered either very unsafe or unsafe walking in the A23 area, please tell us more about this (Top ten comments)	No. of times mentioned
It's too dark / no lighting / current lighting insufficient	84
Anti – social behaviour / fear of crime / no police presence / drug taking / large groups of people in the area	63
It's too quiet / no other people around / no buildings / don't want to walk near parks or open spaces	37
I don't walk after dark anywhere in the city / unsafe after dark for women / generally feel unsafe	25
Too many cycles, scooters etc. using the pavements	22
Narrow or non-existent pavements	19
Traffic is too fast / speeding is a problem	15
Car dominated area / too much traffic or congestion / aggressive driving	14
Difficult to cross the roads/ side roads are dangerous to cross	11
The area is run-down, unclean or unwelcoming	8

Table 6.1.17: Reasons for feeling unsafe walking A23

In total, 95 respondents said they felt unsafe or very unsafe walking in the area during the day and 357 said they felt this way after dark. The additional comments above are split between the two times of day below.²⁰

²⁰ Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
It's too dark / no lighting / current lighting insufficient	5	77
Anti – social behaviour / fear of crime / no police presence / drug taking / large groups of people in the area	15	58
It's too quiet / no other people around / no buildings / don't want to walk near parks or open spaces	0	34
I don't walk after dark anywhere in the city / unsafe after dark for women / generally feel unsafe	1	23
Too many cycles, scooters etc. using the pavements	16	18
Narrow or non-existent pavements	9	14
Traffic is too fast / speeding is a problem	5	13
Car dominated area / too much traffic or congestion / aggressive driving	8	12
Difficult to cross the roads/ side roads are dangerous to cross	8	7
The area is run-down, unclean or unwelcoming	3	6

Table 6.1.18: Reasons for feeling unsafe walking A23 - by time of day

Respondents were asked to score cycling conditions from 1 to 10 (where 1 is poor and 10 is excellent)

How would you score the overall quality of CYCLING conditions in the Preston Circus to Patcham Roundabout area?		
	No.	%
1	106	6.3
2	131	7.8
3	187	11.1
4	199	11.8
5	245	14.5
6	194	11.5
7	137	8.1
8	83	4.9
9	25	1.5
10	120	7.1
Don't know	262	15.5
Total	1689	100

Table 6.1.19: Cycling score in A23

The average score of cycling conditions in the area is 5.0. Figure 6.1.20 below shows the distribution of scores given for cycling conditions in the area.

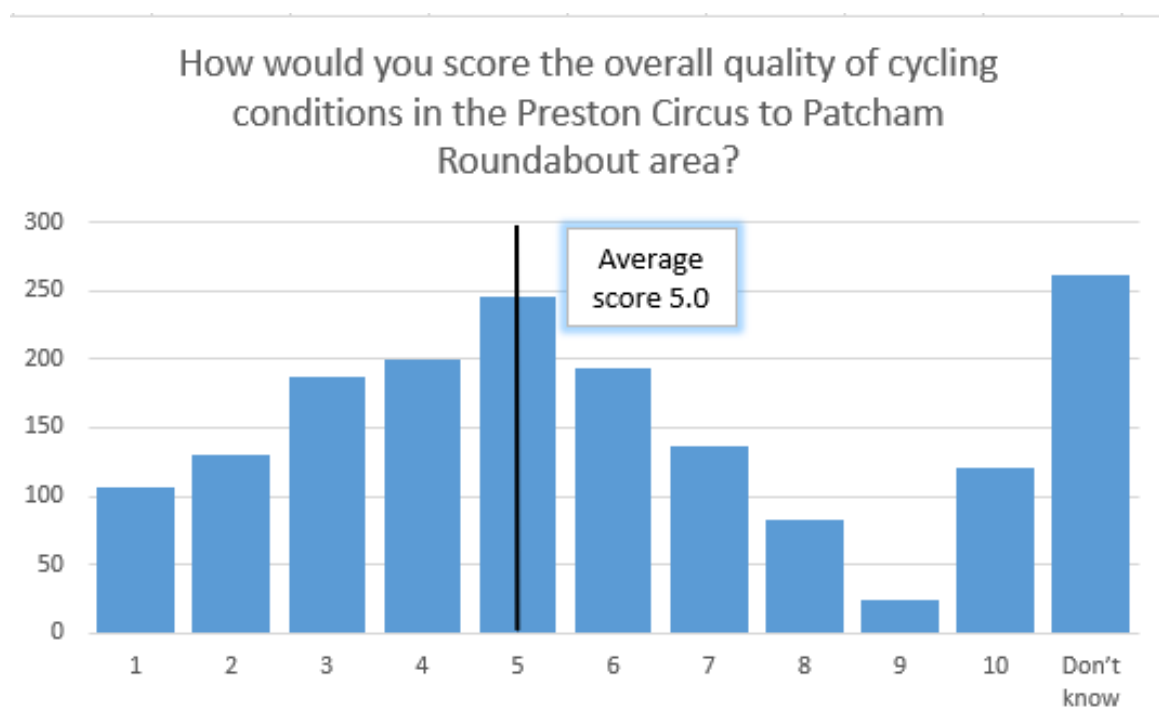


Table 6.1.20: Distribution of A23 area cycling scores

In a similar pattern to the scores for walking conditions in this area, car drivers rated cycling conditions as 5.9, above the overall average score. Cyclists had much lower average score of 4.3 for conditions in the area, with walkers and bus users scoring in between the two extremes (5.1 and 4.9 respectively). This suggests car drivers perceive cyclists to have better conditions and facilities in this area than cyclists state they experience.

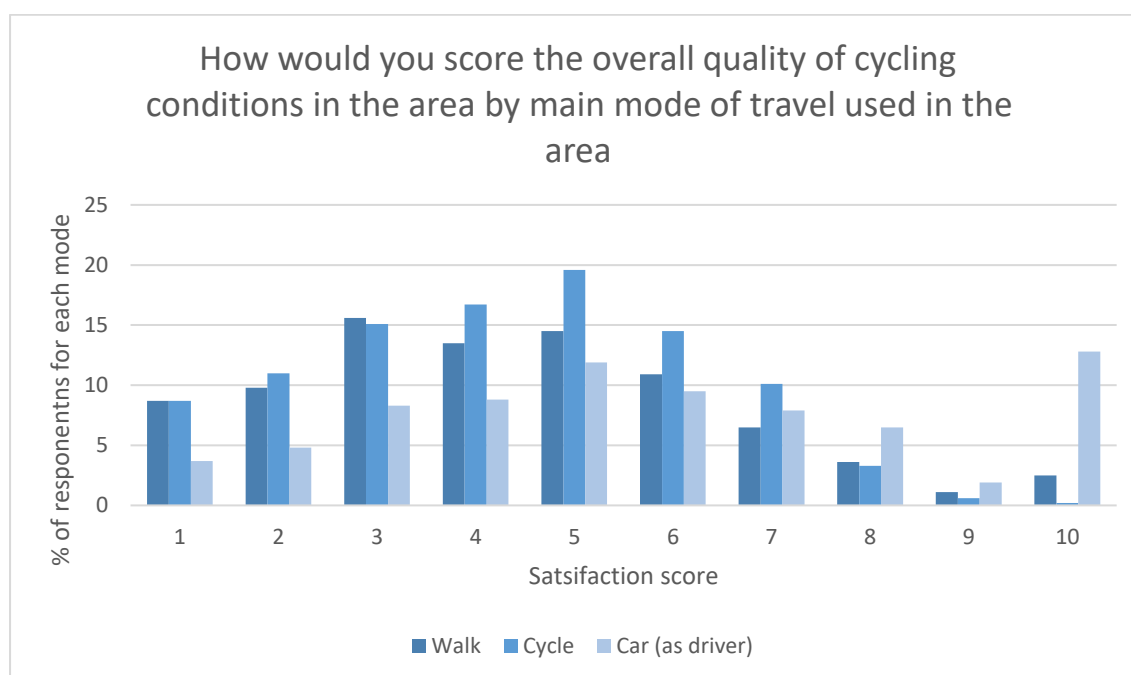


Figure 6.1.21: Distribution of A23 area cycling scores - by main mode of travel

If you cycle in the area how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	152	9.8	354	22.8	336	21.6	350	22.5	79	5.1	285	18.3
After dark	88	5.7	263	17.1	338	21.9	338	21.9	153	9.9	362	23.5

Table 6.1.22: Perceptions of cycling safety in the A23 area

Respondents deemed cycling less safe than walking with only 32.6% indicating they felt safe or very safe cycling here during the day, falling to 22.8% after dark. Comments relating to heavy traffic, inconsistent lanes and traffic speed were mentioned by those feeling unsafe.

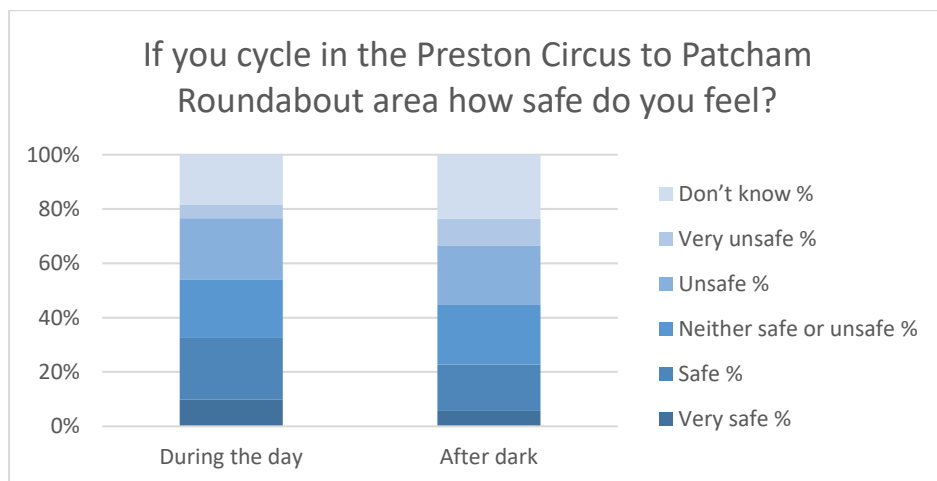


Figure 6.1.23: Perceptions of cycling safety in the A23 area

Both male and female respondents reported similar levels of feeling unsafe or very unsafe, but female respondents were less likely to state the safe or very safe. A high proportion of female respondents also answered “don’t know” indicating there may be less females cycling in the area generally.

365 respondents added additional comments on safety in this A23 area. Their responses were themed as follows:

If you have answered either very unsafe or unsafe, cycling in the A23 area, please tell us more about this (Top ten comments)	No. of times mentioned
The road is too busy / too much traffic / traffic is too close	100
Current cycle lanes not continuous or consistent / leave and join pavements and roads / end abruptly	75
Traffic here travels too fast / speeding	62
Current cycle lanes are too narrow	61
It's dangerous at junctions and side roads / driveways and turnings	50
Illegal or inconsiderate vehicles parked in cycle lanes or blocking routes / forcing cycles into traffic	41
Not enough protection or segregation from traffic	41
The condition of cycle lanes / roads and pavement surfaces is poor	40
Too much pedestrian and cycle conflict / forced together	40
Dangerous driver attitudes / behaviour	39

Table 6.1.24: Reasons for feeling unsafe cycling in the A23 area

Amongst the reasons for feeling unsafe given above, several respondents identified specific areas of the route as follows:

If you have answered either very unsafe or unsafe cycling in the A23 area, please tell us more about this	No. of times mentioned
Preston Park to Preston Circus / One-way system / Stanford Avenue / Junction south of Preston Park	58
Preston Circus junction	17
Dyke Road Drive junction	11
Section immediately North of Preston Drove	11
Section adjacent to Preston Park	6
Carden Avenue roundabout / approach to Carden Avenue junction	5

Table 6.1.25: Additional reasons for feeling unsafe cycling in the A23 area

In total 429 respondents said they felt unsafe or very unsafe cycling in the area during the day, and 491 said they felt this way after dark. The additional comments above are split between the two times of day below.²¹

If you have answered either very unsafe or unsafe cycling in the A23 area, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
The road is too busy / too much traffic / traffic is too close	81	87
Current cycle lanes not continuous or consistent / leave and join pavements and roads / end abruptly	60	66

²¹ Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe cycling in the A23 area, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Traffic here travels too fast / speeding	53	60
Current cycle lanes are too narrow	51	49
It's dangerous at junctions and side roads / driveways and turnings	35	45
Illegal or inconsiderate vehicles parked in cycle lanes or blocking routes / forcing cycles into traffic	34	35
Not enough protection or segregation from traffic	34	34
The condition of cycle lanes / roads and pavement surfaces is poor	28	35
Too much pedestrian and cycle conflict / forced together	30	30
Dangerous driver attitudes / behaviour	33	29

Table 6.1.26: Reasons for feeling unsafe cycling in the A23 area by time of the day

6.2 Proposals for Preston Circus to Patcham Roundabout (A23)

The route from Preston Circus to Patcham Roundabout is long and varied and therefore when asking specific questions about usage, the questions split the route into three distinct sections.

Which of these sections of the A23 do you currently walk or cycle along?	Walk No.	Cycle No.
Preston Road and Stanford Avenue	974	864
Stanford Avenue to Preston Drove	854	813
Preston Drove to Patcham Roundabout	557	736
None of these sections	365	397

Table 6.2.1: Current use of A23 sections

The more southernly end of the route was more likely to be used by pedestrians, but further north and away on the section furthest away from the city centre cycling is more common than walking as shown in Figure 6.2.2.

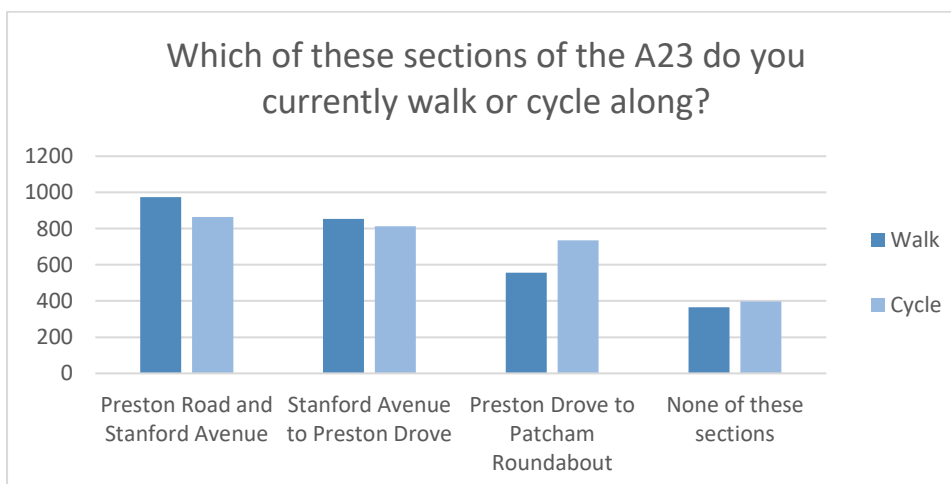


Figure 6.2.2: Current use of A23 sections

Early proposals for this area included new and updated cycle lanes and improved junctions at several points along the route, respondents were asked to give their views on the plans.

How likely are you to use the new and improved cycle lanes?	Highly likely		Likely		Neither likely or unlikely		Unlikely		Very unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Preston Road and Stanford Avenue	701	38.3	264	14.4	87	4.7	80	4.4	646	35.3	54	2.9
Stanford Avenue to Preston Drove	660	36.5	289	16.0	81	4.5	86	4.8	642	35.5	52	2.9
Preston Drove to Patcham Roundabout	592	32.9	256	14.2	133	7.4	105	5.8	652	36.3	59	3.3

Table 6.2.3: Likelihood of using new cycle lanes in the A23 area

Over 50% of respondents said they were either likely or highly likely to use the new cycle lanes on the two most southernly sections (Preston Road and Stanford Avenue; Stanford Avenue to Preston Drove), and this only fell to just under 50% for the most northernly section (Preston Drove to Patcham Roundabout).

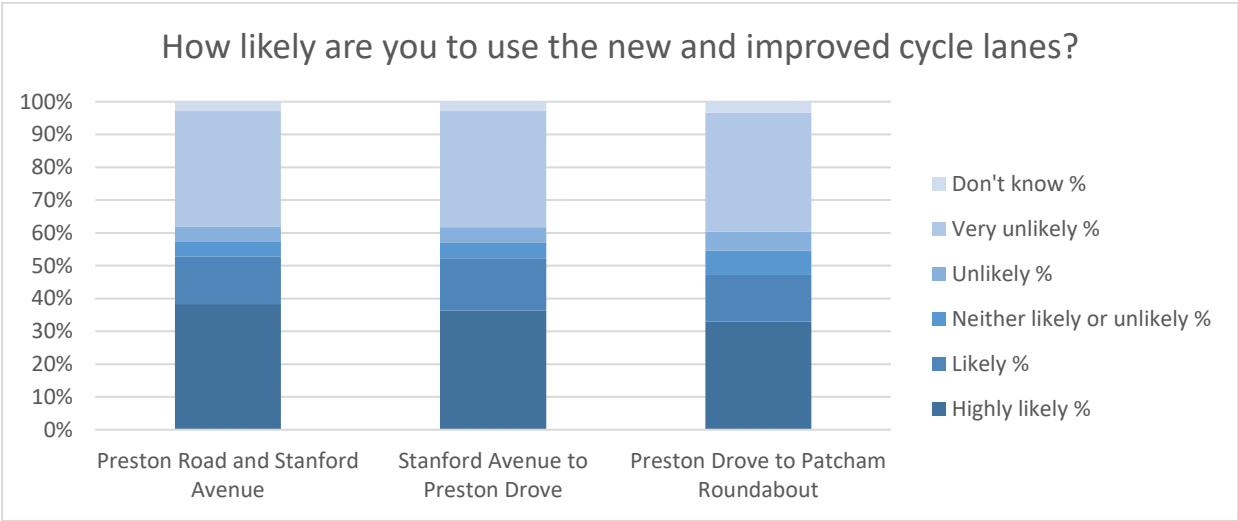


Figure 6.2.4 Likelihood of using new cycle lanes A23

Around 35% of respondents said they were very unlikely to cycle on these new and improved lanes, this reflects the finding from the public opinion section of the consultation that 30% of respondents do not cycle.

	Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Preston Road and Stanford Avenue	Walk	131	42.8	70	22.9	13	4.2	18	5.9	60	19.6	14	4.6
	Cycle	420	79.5	73	13.8	18	3.4	7	1.3	6	1.1	4	0.8
	Car (as driver)	118	15.6	85	11.2	49	6.5	34	4.5	447	59.0	24	3.2
	Bus	18	21.4	14	16.7	3	3.6	6	7.1	37	44.0	6	7.1
Stanford Avenue to Preston Drove	Walk	117	38.7	73	24.2	17	5.6	22	7.3	59	19.5	14	4.6
	Cycle	405	77.4	88	16.8	13	2.5	8	1.5	6	1.1	3	0.6
	Car (as driver)	109	14.6	89	11.9	43	5.8	37	5.0	444	59.6	23	3.1
	Bus	18	21.2	15	17.6	3	3.5	6	7.1	37	43.5	6	7.1
Preston Drove to Patcham Roundabout	Walk	99	33.6	59	20.0	35	11.9	24	8.1	60	20.3	18	6.1
	Cycle	367	70.8	96	18.5	28	5.4	11	2.1	9	1.7	7	1.4
	Car (as driver)	98	13.2	68	9.1	59	7.9	48	6.5	449	60.3	22	3.0
	Bus	17	20.5	12	14.5	5	6.0	6	7.2	37	44.6	6	7.2

Table 6.2.5: Likelihood of using new cycle lanes A23 by main mode of travel

6% of those who do not currently cycle in this area also say they are likely or highly likely to use the new cycle lanes along the whole stretch of the A23 scheme.

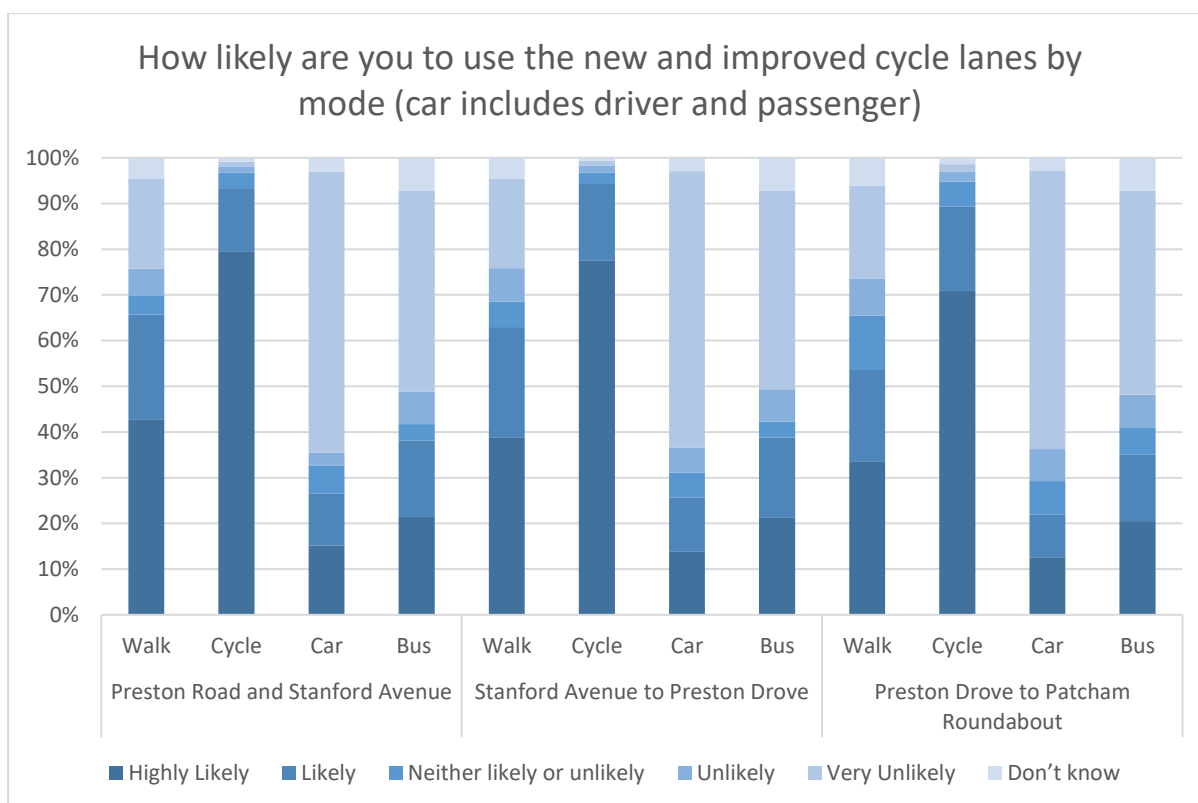


Figure 6.2.6: Likelihood of using new cycle lanes in the A23 area by main mode of travel

Respondents were asked to give comments on various aspects of the proposals.

Do you have any comments about these proposed changes to walking and cycling in this area? (Top ten comments, 1,111 respondents left comments)	Number of times mentioned
General positive comments	310
Not needed/ Waste of money/ negative general	223
It will cause congestion/ pollution/ noise	190
Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road stretch: improve/ dangerous	95
Unsuitable route/ major arterial route/ too busy	70
Extend/ join up	59
Don't reduce the road width	53
Businesses/ tourism/ deliveries will be affected	42
Segregate lane/with kerb	41
Consultation: Proposals unclear	36

Table 6.2.7: Comments on walking and cycling proposals in the A23 area

Those with disabilities left slightly less positive comments overall, however number of respondents were small.

Disability	Top 5 comments (proposed changes to walking and cycling in the area)	Number
Yes, a little	Not needed/ Waste of money/ negative general	23
	Congestion/ pollution/ noise	20
	General positive comments	20
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	9
	Don't reduce the road width	7
	Unsuitable route/ major arterial route/ too busy	
Yes, a lot	Not needed/ Waste of money/ negative general	38
	General positive comments	29
	Congestion/ pollution/ noise	27
	Unsuitable route/ major arterial route/ too busy	12
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	11
No	General positive comments	249
	Not needed/ Waste of money/ negative general	133
	Congestion/ pollution/ noise	122
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	70
	Unsuitable route/ major arterial route/ too busy	43

Table 6.2.8: Comments on walking and cycling proposals in the A23 area by disability

Comments were positive across pedestrians, cyclists and bus users. A number of car drivers made some positive comments although most were generally negative or concerned about possible impact on the road network the changes might have.

Main mode	Top 5 comment (walking and cycling)	Number
Walk	General positive comments	63
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	27
	Congestion/ pollution/ noise	20
	Not needed/ Waste of money/ negative general	12
	Prioritise Walking	11
Cycle	General positive comments	162
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	48
	Extend/ join up	30
	Segregate lane/with kerb	20

Main mode	Top 5 comment (walking and cycling)	Number
Car as driver or passenger	Not needed/ Waste of money/ negative general	12
	Not needed/ Waste of money/ negative general	160
	Congestion/ pollution/ noise	126
	General positive comments	62
	Unsuitable route/ major arterial route/ too busy	46
	Don't reduce the road width	32
Bus	General positive comments	12
	Not needed/ Waste of money/ negative general	9
	Congestion/ pollution/ noise	7
	Prioritise Walking	5
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	
	Consultation: Proposals unclear	

Table 6.2.9: Comments on walking and cycling proposals A23 by main mode of travel

Respondents were asked to highlight any issues with three key junctions in the area. Preston Drove junction was the one which most mentioned.

Do you experience any specific issues at any of these key junctions: Preston Drove, Tongdean Lane and Carden Avenue? (Top ten comments, 876 respondents left comments)	No. of times mentioned
Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	65
Congestion/ pollution	57
Cycling/ Cycle lanes: dangerous/ disjointed/ on and off roads/ pavements/ cycle crossing points/ shared space	52
Carden Avenue junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	46
Preston Circus-Argyle Rd-Preston Road is dangerous	45
Carden Avenue junction general: dangerous/ needs clearer markings/ traffic lights/ signage/ narrow	44
Not needed/ waste of money/ junctions are okay	44
Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	43
A23: turns/ junctions/ difficult/ dangerous/ bus & cycle lanes affect	43
Tongdean Lane: Difficult to join/ leave A23	42

Table 6.2.10: Comments on junctions A23

There were slight differences in which junctions people commented on depending on whether they identified as having a disability or not, and the severity of their disability.

Disability	Top 5 comments (junctions)	No.
Yes, a little	Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	9
	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	7
	Congestion/ pollution	6
	Carden Avenue junction general: dangerous/ needs clearer markings/ traffic lights/ signage/ narrow	5
	Cycling/ Cycle lanes: dangerous/ disjointed/ on and off roads/ pavements/ cycle crossing points/ shared space	4
	Dyke Road Drive-Preston Road junction: dangerous/ ambiguous	
Yes, a lot	Not needed/ waste of money/ junctions are okay	13
	A23: turns/ junctions/ difficult/ dangerous/ bus & cycle lanes affect	13
	Congestion/ pollution	8
	Preston Circus-Argyle Rd-Preston Road section is dangerous	6
	Crossings: dangerous/ in wrong place/ not enough time to cross/ difficult to cross side	5
No	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	55
	Cycling/ Cycle lanes: dangerous/ disjointed/ on and off roads/ pavements/ cycle crossing points/ shared space	42
	Carden Ave junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	40
	Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	38
	Preston Circus-Argyle Rd-Preston Road is dangerous	37

Table 6.2.11 Comments on junctions A23 by disability

Main mode	Top 5 comment (junctions)	No.
Walk	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	16
	Preston Circus-Argyle Rd-Preston Road is dangerous	10
	Tongdean Lane: Difficult to join/ leave A23	8
	The Deneway-Tongdean Lane: crossing difficult/ pavements narrow	7
	Dyke Road Drive-Preston Road junction is dangerous/ ambiguous	
Cycle	Carden Ave junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	37
	Carden Ave junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	33
	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	
	Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	27

Main mode	Top 5 comment (junctions)	No.
	Preston Circus-Argyle Rd-Preston Road is dangerous	24
Car as driver	Congestion/ pollution	38
	Not needed/ waste of money/ junctions are okay	30
	A23: turns/ junctions/ difficult/ dangerous/ bus & cycle lanes affect	13
	Tongdean Lane: Difficult to join/ leave A23	13
	Carden Avenue junction general: dangerous/ needs clearer markings/ traffic lights/ signage/ narrow	12

Table 6.2.12: Comments on junctions A23 - by main mode of travel

Respondents could make any additional comments on the proposals they had seen.

A23 Do you have any other comments? (Top 10 comments, 639 respondents left comments)	No. of times mentioned
Not needed/ waste of money/ negative / no more lanes	136
General positive comments	108
Congestion / noise/ pollution	71
Bus lane: extension not needed/ remove/ shorten / will cause congestion	30
Consultation: Proposals unclear/ need detail	28
Preston Circus- Argyle Road- Dyke Road Drive-Stanford Avenue- stretch needs improving	23
Segregated cycle lanes needed/ with kerb	21
Don't reduce road space	19
Extend/ Join up	19
Unsuitable route/ major arterial route/ tourist route into city/ use quieter roads for cycle routes	15

Table 6.2.13: Other comments A23

Top comments were fairly similar for those with disabilities and those without.

Disability	Top 5 comments (Other comments)	No.
Yes, a little	General positive comments	15
	Not needed/ waste of money/ negative / no more lanes	13
	Consultation: Proposals unclear/ need detail	6
	Congestion / noise/ pollution	5
	Extend/ Join up	4
Yes, a lot	Not needed/ waste of money/ negative / no more lanes	26
	General positive comments	14
	Congestion / noise/ pollution	12
	Unsuitable route/ major arterial route/ tourist route into city/ use quieter roads for cycle routes	5
	Don't reduce road space	5

Disability	Top 5 comments (Other comments)	No.
No	Not needed/ waste of money/ negative / no more lanes	87
	General positive comments	75
	Congestion / noise/ pollution	49
	Bus lane: extension not needed/ remove/ shorten / will cause congestion	24
	Consultation: Proposals unclear/ need detail, Preston Circus- Argyle Road- Dyke Road Drive-Stanford Avenue- stretch needs improving	17

Table 6.2.14: Other comments A23 by disability

There was less discrepancy between comments left by car drivers and pedestrians or cyclists than in other areas of the city, although car drivers remained slightly more negative about the proposals.

Main mode	Top 5 comment (Other Comments)	Number
Walk	General positive comments	14
	Not needed/ waste of money/ negative / no more lanes	10
	Consultation: Proposals unclear/ need detail	7
	Parking: Enforce/ Review / bus lane extension will reduce	3
	Bus lane: extension not needed/ remove/ shorten / will cause congestion	
	Congestion / noise/ pollution	
Cycle	General positive comments	23
	Not needed/ waste of money/ negative / no more lanes	12
	Congestion / noise/ pollution	10
	Preston Circus- Argyle Road- Dyke Road Drive-Stanford Avenue- stretch needs improving	6
	Segregated cycle lanes needed/ with kerb	5
Car as driver	Not needed/ waste of money/ negative / no more lanes	38
	Congestion / noise/ pollution	22
	General positive comments	20
	Bus lane: extension not needed/ remove/ shorten / will cause congestion	9
	Don't reduce road space	8

Table 6.2.15: Other comments A23 - by main mode of travel

Alongside new proposals for the area, respondents were asked for their views on some of the existing cycling infrastructure to the south of the proposed scheme boundary.

We are interested in hearing your comments on the existing cycle network (NCN20) south of these proposals. The current route runs along Argyle Road, Campbell Road, Elder Place and Providence Place. Do you have any comments about this route? (Top ten comments, 771 respondents left comments)	No. of times mentioned
Confusing/ convoluted/ contraflow/ stop start route	239
Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	158
Negative comments / not needed/ waste of money	84
Clearer markings/ signage needed	76
Extend/ join up cycle lanes	59
Improve/ clean: road/ cycle lane/ pavement surface	53
Cycle Lane too narrow/ entrance to Elder Place/ Argyle Road	51
Argyle Rd/ New England Rd/ Preston Circus stretch is difficult/ needs cycle priority lights	46
Dangerous for pedestrians/ shared space	44
Parking: enforce/ garage on Campbell Road	40

Table 6.2.16: Comments on existing southern cycle network A23

Comments about this section were negative, regardless of main mode of travel in the area or disability, with particular mention of it being confusing.

Disability	Top 5 comments (Existing network)	No.
Yes, a little	Confusing/ convoluted/ contraflow/ stop start route	15
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	9
	Negative comments / not needed/ waste of money	8
	Positive	6
	Extend/ join up cycle lanes	4
	Cycle Lane too narrow/ entrance to Elder Place/ Argyle Road	
Yes, a lot	Confusing/ convoluted/ contraflow/ stop start route	27
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	16
	Negative comments / not needed/ waste of money	13
	Dangerous for pedestrians/ shared space	9
	Improve/ clean: road/ cycle lane/ pavement surface	7
No	Confusing/ convoluted/ contraflow/ stop start route	186
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	124
	Clearer markings/ signage needed	62
	Negative comments / not needed/ waste of money	55
	Extend/ join up cycle lanes	48

Table 6.2.17: Comments on existing southern cycle network A23 - by disability

Main mode	Top 5 comment (Existing network)	No.
Walk	Confusing/ convoluted/ contraflow/ stop start route	49
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	32
	Dangerous for pedestrians/ shared space	14
	Clearer markings/ signage needed	14
	Extend/ join up cycle lanes	12
Cycle	Confusing/ convoluted/ contraflow/ stop start route	127
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	71
	Clearer markings/ signage needed	38
	Argyle Rd/ New England Rd/ Preston Circus stretch is difficult/ needs cycle priority lights	31
	Extend/ join up cycle lanes	30
	Improve/ clean: road/ cycle lane/ pavement surface	
Car as driver	Negative comments / not needed/ waste of money	50
	Confusing/ convoluted/ contraflow/ stop start route	39
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	38
	Clearer markings/ signage needed	13
	Dangerous for pedestrians/ shared space	10

Table 6.2.18: Comments on existing southern cycle network A23 - by main mode of travel

7 OLD SHOREHAM ROAD RESULTS

3168 respondents answered questions about and saw proposals for Old Shoreham Road. Responses came from all postcode areas of the city, as shown in Figure 7.1.

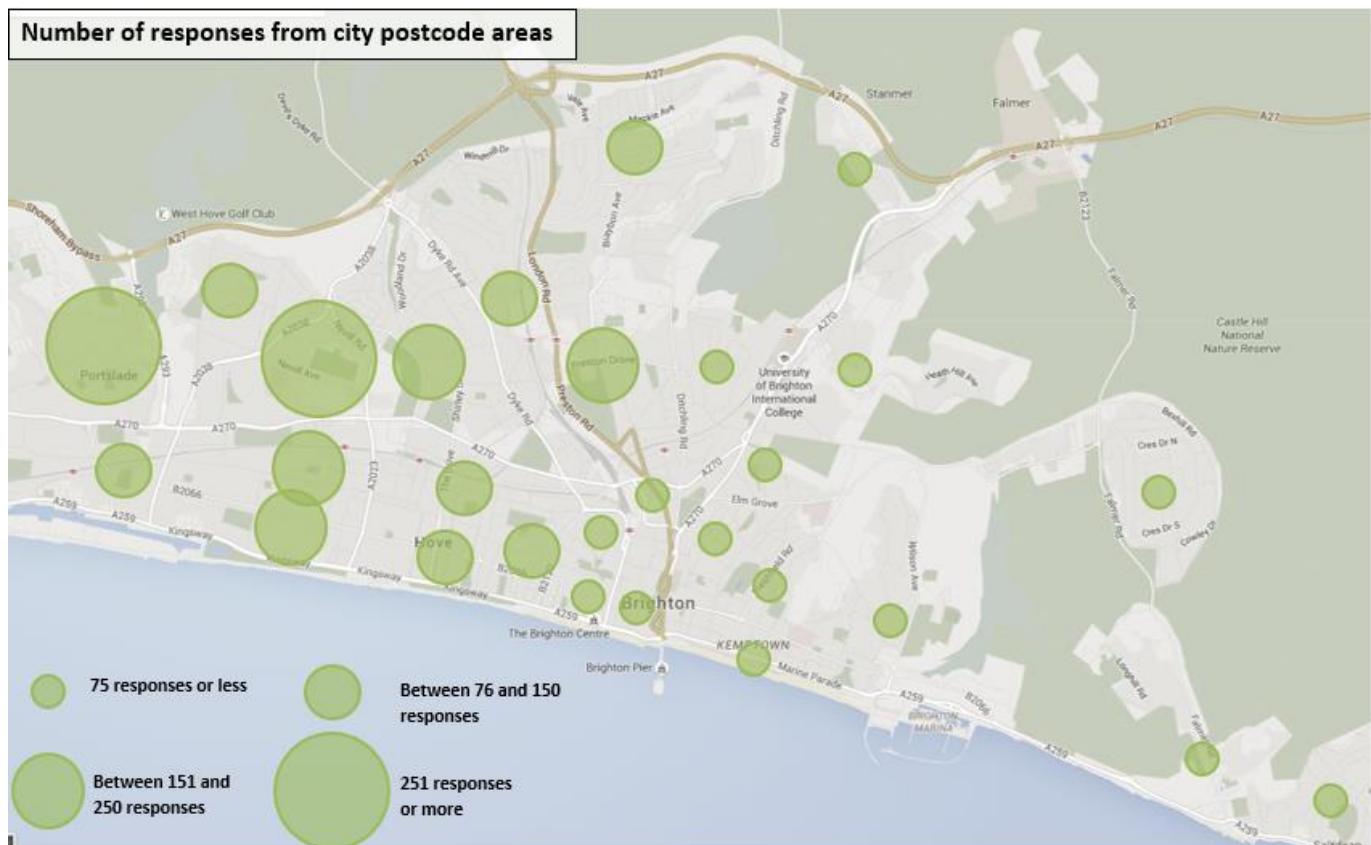


Figure 7.1: Postcode map of respondents who answered questions on Old Shoreham Road

7.1 Your current experience

Respondents were first asked about their current use and experience of Old Shoreham Road and the surrounding areas.

How satisfied are you with the following along Old Shoreham Road and surrounding areas?														
	Very satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very dissatisfied		Don't know		Not applicable	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	296	9.7	758	24.9	571	18.7	293	9.6	490	16.1	215	7.1	426	14.0
Safety of children travelling to school	201	6.8	502	16.9	501	16.8	276	9.3	255	8.6	530	17.8	710	23.9
Facilities for cycling	263	8.8	671	22.3	644	21.4	348	11.6	342	11.4	246	8.2	491	16.3
Cycle parking	92	3.1	201	6.8	749	25.3	351	11.8	193	6.5	695	23.4	683	23.0
Provision of BTN Bikeshare hubs	82	2.8	236	8.0	657	22.3	156	5.3	104	3.5	887	30.1	822	27.9

Table 7.1.1: General satisfaction Old Shoreham Road

Table 7.1.1 shows that 31.1% of respondents were satisfied or very satisfied with the facilities for cycling along Old Shoreham Road and surrounding areas, however only 9.9% were satisfied with cycle parking provision, and 10.8% were satisfied with BTN Bikeshare provision.

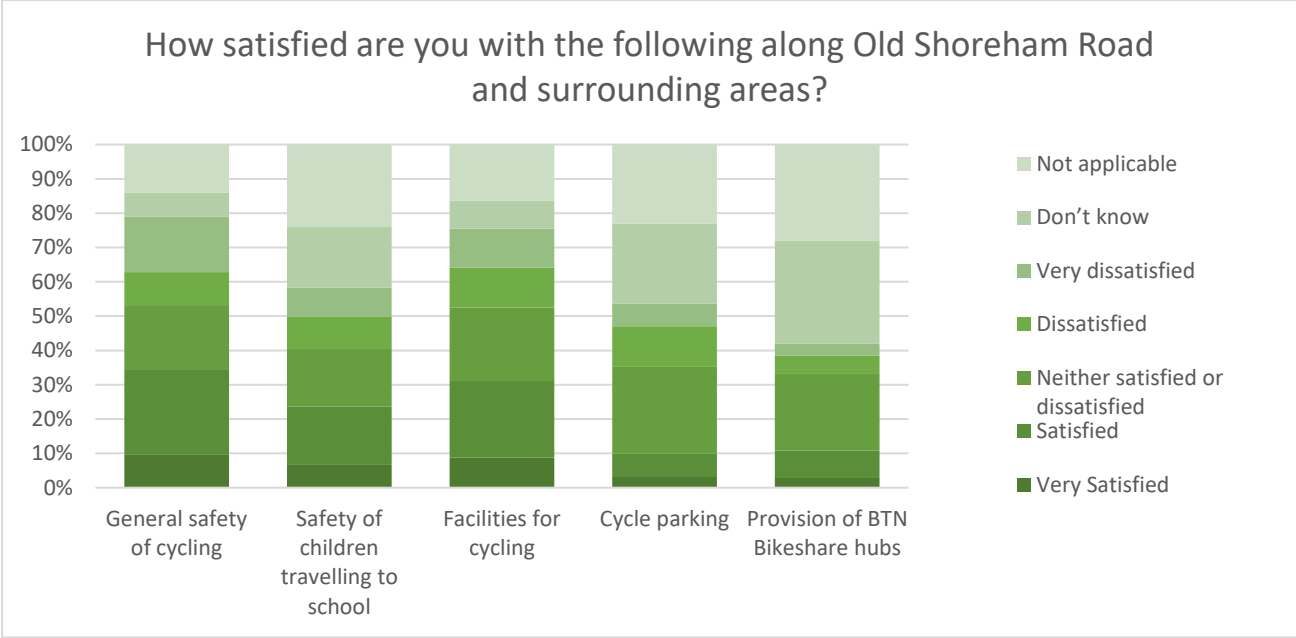


Figure 7.1.2: General satisfaction Old Shoreham Road

Differences in satisfaction levels emerge when looking at the opinions of respondents split by the main mode they use in the area.

How satisfied are you with the following along Old Shoreham Road and surrounding areas?															
	Main Mode	Very Satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very Dissatisfied		Don't know		Not applicable	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	Walk	25	8.7	102	35.3	49	17.0	34	11.8	27	9.3	22	7.6	30	10.4
	Cycle	138	20.8	308	46.5	92	13.9	89	13.4	34	5.1	2	0.3	0	0.0
	Car (as driver)	102	6.1	283	16.9	357	21.3	133	7.9	352	21.0	144	8.6	303	18.1
Safety of children travelling to school	Walk	16	5.7	59	20.9	46	16.3	41	14.5	22	7.8	49	17.4	49	17.4
	Cycle	55	8.6	122	19.2	80	12.6	66	10.4	34	5.3	117	18.4	162	25.5
	Car (as driver)	103	6.3	263	16.0	307	18.7	137	8.3	165	10.0	281	17.1	387	23.6
Facilities for cycling	Walk	12	4.2	92	32.5	61	21.6	44	15.5	19	6.7	19	6.7	36	12.7
	Cycle	104	15.8	265	40.3	118	17.9	105	16.0	39	5.9	20	3.0	7	1.1
	Car (as driver)	115	7.0	249	15.1	381	23.0	162	9.8	241	14.6	152	9.2	353	21.4
Cycle parking	Walk	1	0.4	22	7.8	68	24.1	53	8.8	21	7.4	63	22.3	54	19.1
	Cycle	19	2.9	64	9.9	190	29.4	147	22.8	38	5.9	135	20.9	53	8.2
	Car (as driver)	52	3.2	96	5.9	391	24.0	124	7.6	107	6.6	400	24.6	458	28.1
Provision of BTN Bikeshare hubs	Walk	7	2.5	37	13.2	65	23.1	23	8.2	14	5.0	66	23.5	69	24.6
	Cycle	13	2.0	46	7.2	150	23.4	53	8.3	13	2.0	225	35.1	141	22.0
	Car (as driver)	48	3.0	131	8.1	356	21.9	62	3.8	59	3.6	479	29.5	488	30.1

Table 7.1.3: General satisfaction Old Shoreham Road by main mode of travel

Over 50% of respondents whose main mode of travel in the area is cycling are satisfied or very satisfied with facilities for cycling, however less than 10% of cyclists feel this way about cycle parking. Drivers are less satisfied with the safety of children travelling to school than walkers and cyclists. In other areas such as Western Road and Preston Circus to Patcham Roundabout, car drivers perceive cycling safety to be better than cyclists themselves report.

For Old Shoreham Road and surrounding areas 67.3% of cyclists are satisfied or very satisfied with the general safety of cycling compared to just 23% of drivers. Darker colours in Figure 7.1.4 below indicate higher levels of satisfaction.

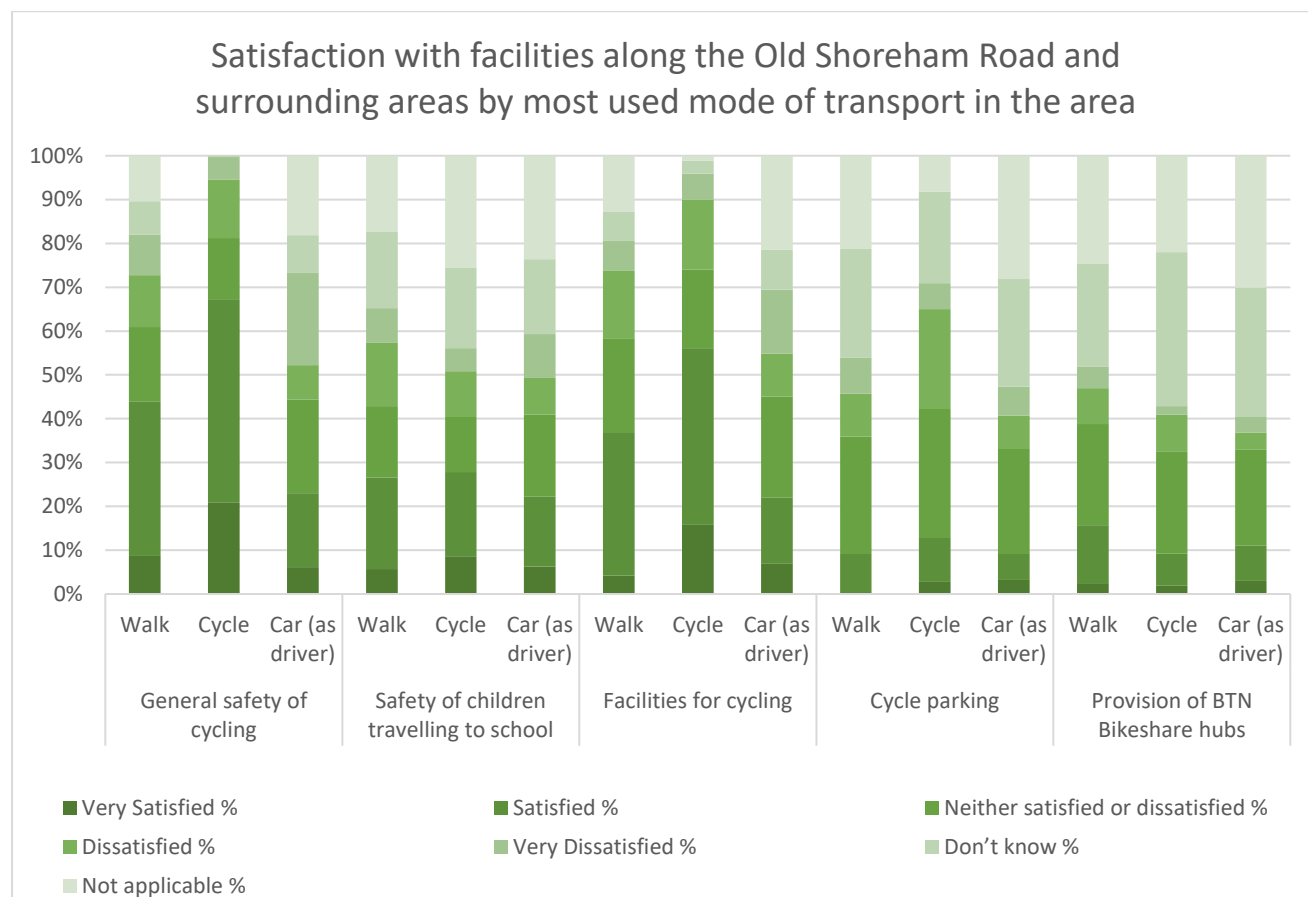


Figure 7.1.4: General satisfaction Old Shoreham Road - by main mode of travel

What form of transport do you use most in the area?					
	No.	%		No.	%
Walk	297	9.5	Motorcycle/ Moped	27	0.9
Cycle ²²	668	21.4	Wheelchair/ Mobility Scooter	9	0.3
Bus	48	1.5	Taxi/ Private Hire	17	0.5
Car/ van as driver ²³	1727	55.3	Community transport (eg Dial-a-Ride, volunteer car scheme)	2	0.1
Car/ van as passenger	274	8.8	I don't travel in this area	25	0.8
Other includes: Combination of modes, E-scooter, Running/ jogging, Walk with buggy/ pushchair/ trolley				30	1.0

Table 7.1.5: Main mode of travel Old Shoreham Road

²² Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

²³ Includes Car Club

Car or van (as driver) formed the most common main mode of travel by respondents in this area, followed by cycling. The Old Shoreham Road is a main artery into the city from the west.

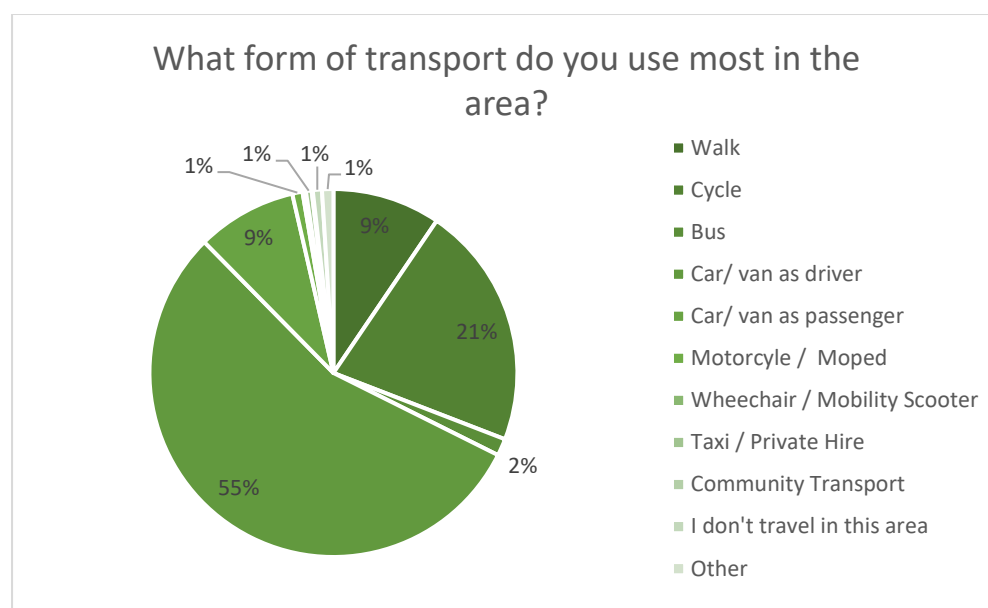


Figure 7.1.6: Main mode of travel Old Shoreham Road

7.2 Views on the existing temporary cycle lane

A temporary protected cycle lane was installed on Old Shoreham Road as part of the Tranche 1 measures, this has been in place between The Drive and Hangleton Road since May 2020.

Have you cycled in the temporary cycle lane since it was installed?	No.	%
Yes	1179	37.8
No	1940	62.2

Table 7.2.1: Use of the Old Shoreham Road temporary cycle lane

Respondents who have used the lane were asked some specific questions relating to their experience.

If you have used the temporary cycle lane, thinking about the last journey you made in the lanes, how would you have travelled before the cycle lanes were installed?					
	No.	%		No.	%
Walk	66	5.6	Car/ van as passenger	32	2.7
Cycle (on road)	382	32.2	Motorcycle/ Moped	4	0.3
Cycle (on pavement)	49	4.1	Wheelchair/ Mobility Scooter	0	0
Cycle (using a different route)	167	14.1	Taxi/ Private Hire	3	0.3
Bus	34	2.9	Community transport (eg Dial-a-Ride, volunteer car scheme)	0	0
Car/ van as driver ²⁴	394	33.2	Train	5	0.4
Other includes: Multiple modes	9	0.8	I didn't previously make this journey	41	3.5

Table 7.2.2: Previous mode used for cycling journey

Of the cyclists who have used the lane since its installation, 35.9% said that the last journey they made prior its implementation, would have been made by car²⁵.

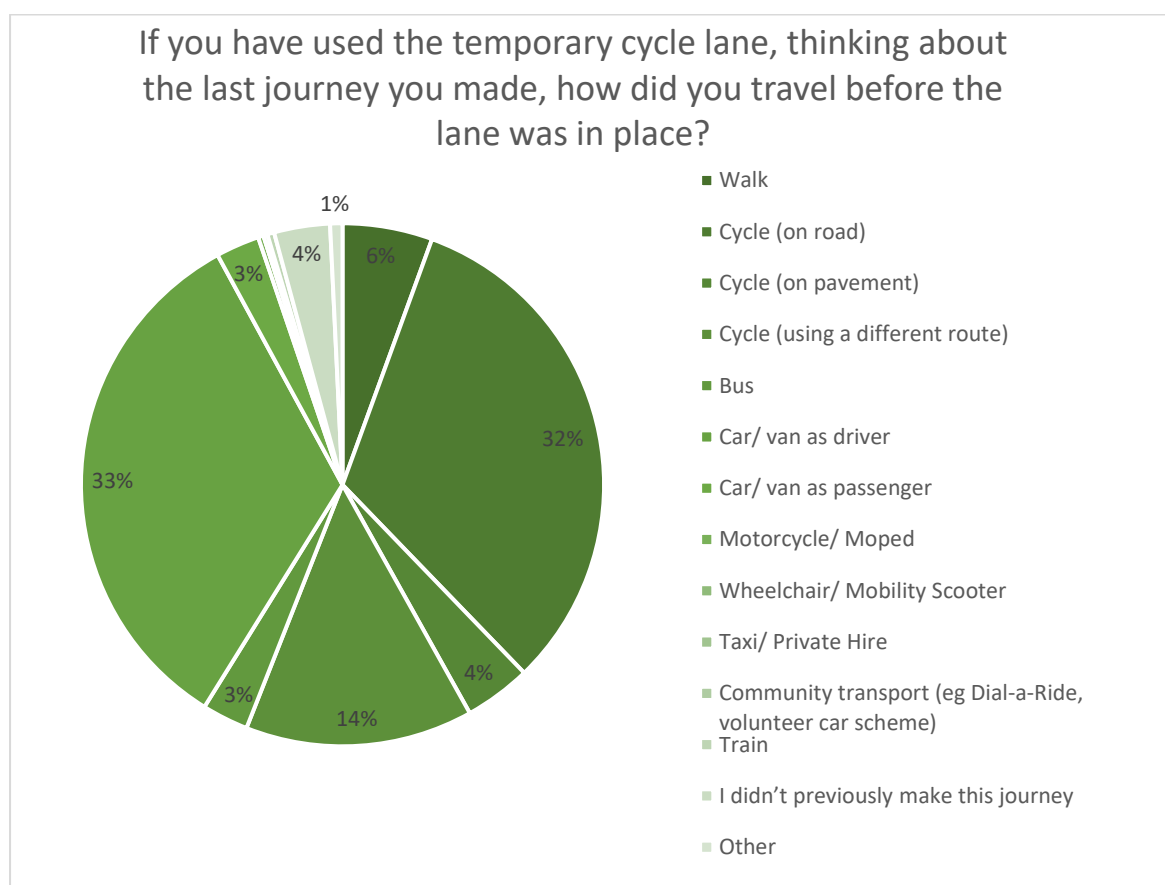


Figure 7.2.3: Previous mode used for cycling journey

²⁴ Includes Car Club

²⁵ Either as driver or passenger

431 respondents who used to cycle along this route prior to the installation of the temporary cycle lane are now using the lane rather than the pavement or road (previously unprotected for cyclists). A further 14.1% of users said that, whilst they would have cycled an East to West journey in this area, they would not have chosen Old Shoreham Road as their cycling route without the new cycle lane.

If you have cycled in the temporary cycle lane, how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	318	26.9	578	48.8	142	12.0	98	8.3	31	2.6	17	1.4
After dark	177	15.6	436	38.4	170	15.0	115	10.1	44	3.9	194	17.1

Table 7.2.4: Perceptions of cycling safety in Old Shoreham Road temporary cycle lane

Table 7.2.4 shows that 75.7% of users of the temporary cycle lane felt safe or very safe cycling in the lanes during the day, this fell to 54% after dark. Both results are much higher than current safety of cycling in Western Road and the route of the A23.

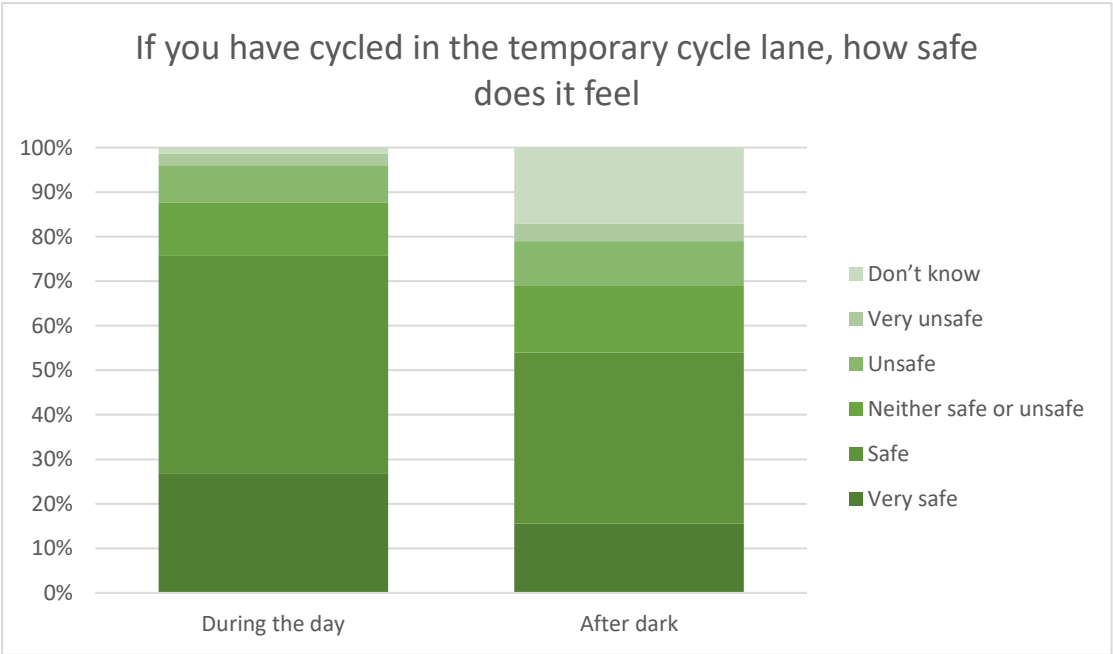


Figure 7.2.5: Perceptions of cycling safety in Old Shoreham Road temporary cycle lane

There was a higher proportion of respondents who answered “don’t know” for safety after dark, suggesting less people use the lanes at this time of day. Additional comments from those who felt unsafe or very unsafe showed that junctions were a big factor in this, proposals put forward in this consultation seek to address some of these specific issues.

197 respondents gave further comments as to why they felt unsafe or very unsafe using the temporary cycle lane.

If you have answered either very unsafe or unsafe using the temporary cycle lane, please tell us more about this (Top ten comments)	No. of times mentioned
Junctions are dangerous / vehicles block or cross the lane when turning / drivers unaware of cyclists at junctions / lanes end abruptly / vehicles dangerous exiting side roads	60
Not enough protection / wands are flimsy /too many breaks in the wands / need more physical segregation	36
The condition of the road surface is poor	21
Poor driver attitudes / dangerous behaviour towards cyclists	21
Vehicle speeds are too high	17
There is too much pollution from traffic	16
The road is too busy/ not appropriate for a cycle lane / prefer other routes	16
Vehicles drive in the cycle lanes	13
It’s confusing for drivers / not enough signage / lane start unexpectedly	12
Poor lighting in the area	11

Table 7.2.6: Reasons for feeling unsafe using Old Shoreham Road temporary cycle lane

In total 129 respondents said they felt unsafe or very unsafe cycling in the temporary cycle lane during the day, and 159 said they felt this way after dark. Comments split between day and night are as follows:²⁶

If you have answered either very unsafe or unsafe using the temporary cycle lane (during the day or night), please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Junctions are dangerous / vehicles block or cross the lane when turning / drivers unaware of cyclists at junctions / lanes end abruptly / vehicles dangerous exiting side roads	33	31
Not enough protection / wands are flimsy /too many breaks in the wands / need more physical segregation	17	23
The condition of the road surface is poor	6	11
Poor driver attitudes / dangerous behaviour towards cyclists	12	13

²⁶ Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe using the temporary cycle lane (during the day or night), please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Vehicle speeds are too high	7	15
There is too much pollution from traffic	16	14
The road is too busy/ not appropriate for a cycle lane / prefer other routes	11	9
Vehicles drive in the cycle lanes	7	9
It's confusing for drivers / not enough signage / lane start unexpectedly	6	8
Poor lighting in the area	0	8

Table 7.2.7: Reasons for feeling unsafe using Old Shoreham Road temporary cycle lane by time of day

Of those who said they feel unsafe or very unsafe, danger to cyclists featured in the top two comments here, with comments citing inadequate segregation of the cycle lane as well as issues with junctions, signage and the need for more protection for cyclists on the lane. Similar comments around danger at junctions were also the 3rd comment cited in general comments for the existing temporary cycle lane (Table 7.2.8).

All respondents were invited to give their views on the existing temporary cycle lane running from The Drive to Hangleton Road. There were a large number of general negative comments, however this varied greatly depending on the respondents' use of the area.

Do you have any comments about the existing temporary cycle lane? (2596 people left comments, Top ten comments)	No. of times mentioned
It's causing congestion/ pollution/ noise	1205
Cyclists are not using it/ still using pavement	889
It's dangerous/ confusing/ poor signage/ junctions	447
General positive comments	423
General negative comments / not needed/ waste of money	401
Remove Cycle lane/ it's supposed to be temporary	355
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	266
Cycle lane too wide	224
Make Permanent/ Keep it	212
Extend / join up	118

Table 7.2.8: Comments on existing Old Shoreham Road temporary cycle lane

These top ten comments are distributed by the 4 main postcode areas of the city as follows:²⁷

²⁷ Generally: BN1 is Central Brighton, BN2 is East Brighton, BN3 is Hove and BN41 is Portslade

Old Shoreham Road Comments on existing lane by postcode area (Top ten comments)							
	All	BN Other	BN1	BN2	BN3	BN41	Other
Congestion/ Pollution/ Noise	1205	39	162	92	700	211	1
Cyclists not using it/ still using pavement	889	25	123	80	491	169	1
Dangerous/ confusing/ poor signage/ junctions	447	21	45	28	282	69	2
General Positive comments	423	19	105	54	213	31	1
General negative comments / not needed/ waste of money	401	26	76	43	187	69	0
Remove Cycle lane/ it's supposed to be temporary	355	13	56	38	173	74	1
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	266	12	35	21	144	54	0
Cycle lane too wide	224	7	40	19	126	32	0
Make Permanent/ Keep it	212	7	48	42	108	7	0
Extend / join up	118	6	22	15	56	18	1
It will be Safer	117	5	31	13	61	6	1
Consultation: not listening to residents/ biased/ supposed to be temporary	111	3	16	8	58	26	0
Access to tip is difficult	106	1	15	0	62	27	1
Cycle lane is causing frustration/ stress	105	4	22	4	51	24	0

Table 7.2.9: Comments on existing Old Shoreham Road temporary cycle lane by postcode area

Comments varied depending on whether, or not, respondents had cycled in the lane since its installation. Those who had used it responded more positively.

Have you cycled in the lane since it was installed	Top 5 comments (Existing temporary cycle lane)	No.
Yes	General Positive comments	343
	Make Permanent/ Keep it	176
	Congestion/ Pollution/ Noise	165
	Dangerous/ confusing/ poor signage/ junctions	138
	It will be safer	101
No	Congestion/ Pollution/ Noise	1031
	Cyclists not using it/ still using pavement	798
	Negative comments / not needed/ waste of money	355
	Remove Cycle lane/ it's supposed to be temporary	320
	Dangerous/ confusing/ poor signage/ junctions	308

Table 7.2.10: Comments on existing Old Shoreham Road temporary cycle lane by use of the lane

The comments given on the existing lane also changed depending on which mode of travel respondents used in the Old Shoreham Road area. There were not enough responses from us users to show comments (see Table 7.2.11 below).

Mode	Top 5 comments (Existing temporary cycle lane)	No.
Walk	Congestion/ Pollution/ Noise	74
	General positive comments	56
	Cyclists not using it/ still using pavement	56
	Dangerous/ confusing/ poor signage/ junctions	33
	Remove Cycle lane/ it's supposed to be temporary	27
Cycle	General positive comments	241
	Make Permanent/ Keep it	122
	Dangerous/ confusing/ poor signage/ junctions	70
	It will be safer	64
	Extend / join up	62
Car (as driver)	Congestion/ Pollution/ Noise	887
	Cyclists not using it/ still using pavement	672
	Negative comments / not needed/ waste of money	307
	Dangerous/ confusing/ poor signage/ junctions	290
	Remove Cycle lane/ it's supposed to be temporary	249

Table 7.2.11: Comments on existing Old Shoreham Road temporary cycle lane by main mode of travel

There was little difference between the comments left about the existing temporary lane by those with disabilities and those without.

7.3 Changes to existing infrastructure

Respondents were also asked about proposed changes to a number of aspects of the existing route. This includes the introduction of priority lights, and improvements at junctions.

Tell us what you think about changes to the existing temporary cycle lane? (2386 people left comments, Top ten comments)	No. of times mentioned
General positive comments	627
Negative comments / not needed/ waste of money	524
Congestion/ pollution/ noise: general	399
Remove cycle lanes/ supposed to be temporary	325
Cyclists not using lane	217
Will cause congestion in the Stapley Road area	130
It will be dangerous	108

Tell us what you think about changes to the existing temporary cycle lane? (2386 people left comments, Top ten comments)	No. of times mentioned
Will cause access problems to Stapley Road	106
Unsuitable route/ major artery/ use pavement	97
Cycle Priority lights needed	83

Table 7.3.1: Comments on proposed changes along the existing temporary cycle lane route

Both respondents living in the Stapley Road area and those living elsewhere made negative comments about proposed changes to the Stapley Road junction. Comments from residents on Stapley Road are compared to comments from all respondents below.

Respondents	Top 10 comments (Changes to existing route including Stapley Road proposals)	No.
Live on Stapley Road/ Knoll Estate	Negative comments / not needed/ waste of money	20
	Congestion/ pollution/ noise: general	17
	Will cause congestion in the Stapley Road area	15
	Will cause access problems in the Stapley Road area	11
	Will cause rat runs/ displacement in the Stapley Road area	9
	It will be dangerous	7
	It will cause problems for buses at Stapley Road	7
	It will affect emergency services	6
	Cyclists are not using the lane	6
	It will make things worse	5
All respondents	General positive comments	627
	Negative comments / not needed/ waste of money	524
	Congestion/ pollution/ noise: general	399
	Remove cycle lanes/ supposed to be temporary	325
	Cyclists not using lane	217
	Will cause congestion in the Stapley Road area	130
	It will be dangerous	108
	Will cause access problems to Stapley Road	106
	Unsuitable route/ major artery/ use pavement	97
	Cycle Priority lights needed	83

Table 7.3.2 Comments on proposed changes along the existing temporary cycle lane route by local residents

Those who have used the temporary cycle lane left mainly positive comments about proposed changes suggested to it, compared to those who haven't.

Have you cycled in the lane since it was installed	Top 5 comments (Changes to existing temporary cycle lane)	No.
Yes	General positive comments	464
	Cycle Priority lights needed	72
	Congestion/ pollution/ noise: general	68
	Negative comments / not needed/ waste of money	56
	Remove cycle lanes/ supposed to be temporary	44
No	Negative comments / not needed/ waste of money	465
	Congestion/ pollution/ noise: general	324
	Remove cycle lanes/ supposed to be temporary	278
	Cyclists not using lane	193
	General positive comments	161

Table 7.3.3: Comments on proposed changes along the existing temporary cycle lane route by use of the lane

Pedestrians also responded positively to the proposed changes. Car drivers remained negative despite proposals to change various aspects.

Mode	Top 5 comments (Changes to existing temporary cycle lane)	No.
Walk	General positive comments	77
	Negative comments / not needed/ waste of money	33
	Congestion/ pollution/ noise: general	31
	Remove cycle lanes/ supposed to be temporary	19
	Cyclists not using lane	16
Cycle	General positive comments	304
	Cycle Priority lights needed	50
	Positive about the island in Hove Park area	31
	It will be safer	29
	Extend / join up cycle lanes	17
Car (as driver)	Negative comments / not needed/ waste of money	389
	Congestion/ pollution/ noise: general	296
	Remove cycle lanes/ supposed to be temporary	242
	General positive comments	192
	Cyclists not using lane	165

Table 7.3.4: Comments on proposed changes along the existing temporary cycle lane route by main mode of travel

Results were fairly similar for those with, and without disabilities, when asked about the proposed changes along the route of the temporary lane.

7.4 Proposed temporary cycle lane extension

Respondents were asked about their current use of the route where the extension is proposed.

Do you currently cycle along this section of Old Shoreham Road (Hangleton Road to Applesham Way/ Wolseley Road)		
	No.	%
Yes	633	20.4
No	2470	79.6

Table 7.4.1: Current use of the proposed extension route

Of those who have used the existing temporary cycle lane only 48.2% currently cycle along this unprotected stretch of Old Shoreham Road.

How likely are you to use the extension to the temporary cycle lane?		
	No.	%
Highly Likely	505	16.4
Likely	336	10.9
Neither likely or unlikely	208	6.8
Unlikely	268	8.7
Very unlikely	1713	55.7
Don't know	47	1.5

Table 7.4.2: Likelihood of using the extension

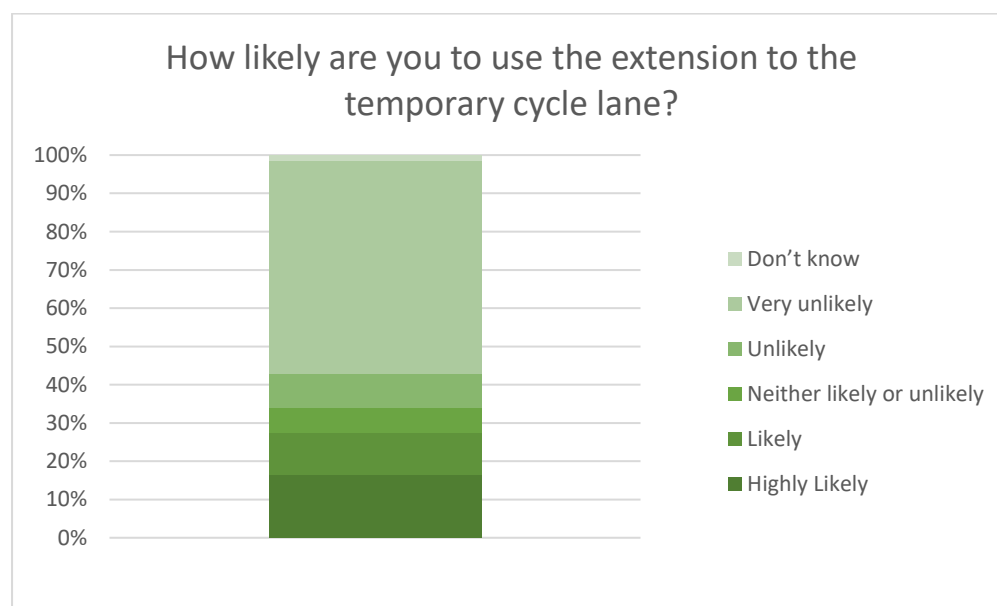


Figure 7.4.3: Likelihood of using the extension

Table 7.4.4 shows whether those who currently cycle along this stretch are likely to use the extension to the temporary cycle lane

Do you currently cycle along this section?	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Yes	376	59.7	119	18.9	31	4.9	31	4.9	71	11.3	2	0.3
No	125	5.2	215	8.9	175	7.2	233	9.6	1632	67.3	45	1.9

Table 7.4.4: Current use of the extension route by likelihood of using the extension

14.1% of respondents who do not currently use this route to cycle would be likely or highly likely to do so if the extension was in place.

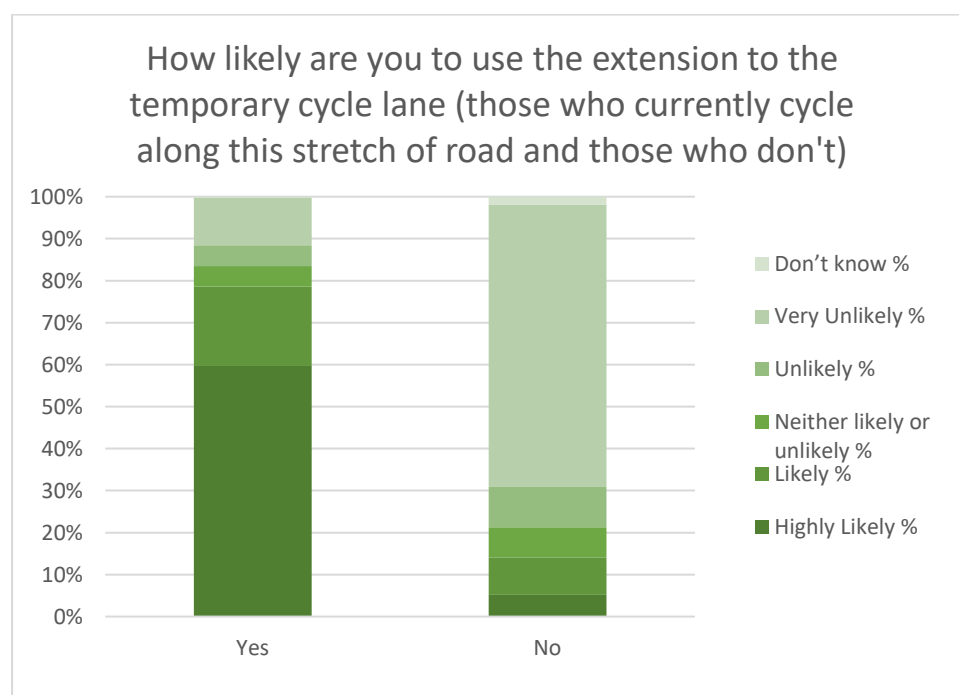


Figure 7.4.5: Current use of the extension route by likelihood of using the extension

Table 7.4.6 below shows current main modes used in the area and how likely these respondents are to use the extension:

Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	40	13.7	35	12.0	36	12.3	49	16.8	117	40.1	15	5.1
Cycle	337	51.0	168	25.4	55	8.3	57	8.6	37	5.6	7	1.1

Car as driver or passenger	113	5.8	117	6.0	103	5.3	150	7.7	1458	74.7	18	0.9
Bus	4	8.9	6	13.3	3	6.7	4	8.9	27	60.0	1	2.2

Table 7.4.6: Likelihood of using the extension by main mode of travel

11.8% of respondents whose main mode of travel in the area is car (driver or passenger) would be likely or highly likely to use the cycle lane extension, along with 22.2% of those who mainly travel through the area by bus.

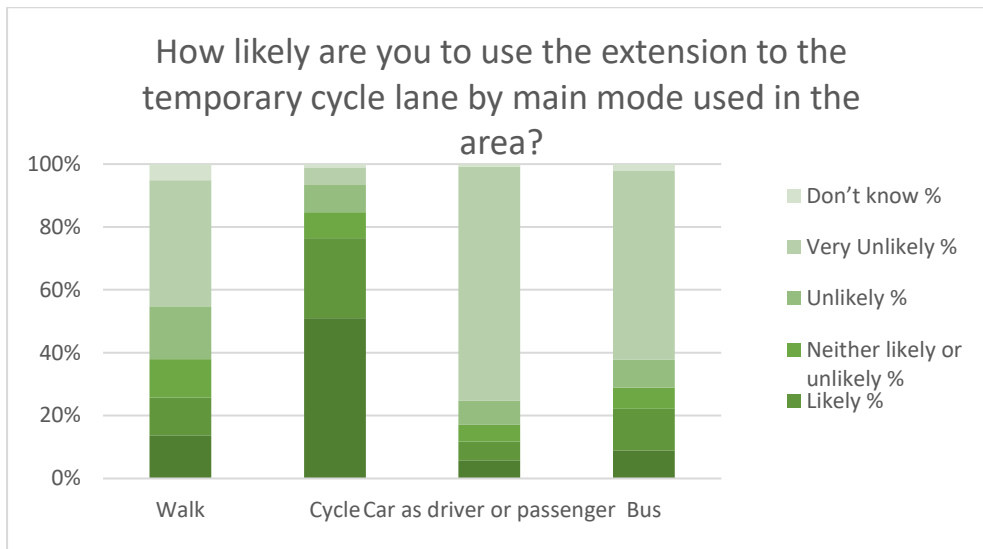


Figure 7.4.7: Likelihood of using the extension - by main mode of travel

Respondents could also leave comments about the proposed extension to the temporary cycle lane.

Do you have any other comments about the extension to the temporary cycle lane? (2042 people left comments, Top ten comments)	No. of times mentioned
Negative comments / not needed/ waste of money	743
Congestion/ pollution/ noise	492
General positive comments	426
Cyclists not using existing lane	295
Remove lanes/ supposed to be temporary	208
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	190
Extend/ join up/ cover more school areas	121
Dangerous/ confusing	117
It will be safer	78
Cycle lane too wide	64

Table 7.4.8: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane

These top ten comments are distributed by the 4 main postcode areas of the city as follows:

Old Shoreham Road Comments on extension by postcode area (Top ten comments)							
	All	BN Other	BN1	BN2	BN3	BN41	Other
Congestion/ Pollution/ Noise	1205	39	162	92	700	211	1
Cyclists not using it/ still using pavement	889	25	123	80	491	169	1
Dangerous/ confusing/ poor signage/ junctions	447	21	45	28	282	69	2
General Positive comments	423	19	105	54	213	31	1
General negative comments / not needed/ waste of money	401	26	76	43	187	69	0
Remove Cycle lane/ it's supposed to be temporary	355	13	56	38	173	74	1
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	266	12	35	21	144	54	0
Cycle lane too wide	224	7	40	19	126	32	0
Make Permanent/ Keep it	212	7	48	42	108	7	0
Extend / join up	118	6	22	15	56	18	1

Table 7.4.9 Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by postcode area

Comments on the proposed extension were similar from both respondents who had used the current temporary lane and those who hadn't.

Do you currently cycle along this route	Proposed extension to the temporary cycle lane (Top 5 comments)	No.
Yes	Negative comments / not needed/ waste of money	105
	Congestion/ pollution/ noise	68
	General positive comments	61
	Cyclists not using existing lane	39
	Remove lanes/ supposed to be temporary	28
No	Negative comments / not needed/ waste of money	396
	Congestion/ pollution/ noise	265
	General positive comments	221
	Cyclists not using existing lane	157
	Remove lanes/ supposed to be temporary	122

Table 7.4.10: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by current use of the route

Similarly, the main mode of travel used in the area didn't have a big impact on the top 5 comments on the proposed extension.

Mode	Top 5 comments (Extension)	No.
Walk	Negative comments / not needed/ waste of money	34
	Congestion/ pollution/ noise	34
	General positive comments	28
	Unsuitable route/ put on pavement/ HGVs/ tunnel closures	19
	Cyclists not using existing lane	19
Cycle	Negative comments / not needed/ waste of money	108
	Congestion/ pollution/ noise	70
	General positive comments	64
	Cyclists not using existing lane	45
	Unsuitable route/ put on pavement/ HGVs/ tunnel closures	26
	Remove lanes/ supposed to be temporary	
Car (as driver)	Negative comments / not needed/ waste of money	292
	Congestion/ pollution/ noise	190
	General positive comments	157
	Cyclists not using existing lane	106
	Remove lanes/ supposed to be temporary	88

Table 7.4.11: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by main mode of travel

Whether residents identified as disabled or not also had little impact on the comments given.

Disability	Top 5 comments (Extension)	Number
Yes, a little	Negative comments / not needed/ waste of money	77
	General positive comments	50
	Congestion/ pollution/ noise	47
	Cyclists not using existing lane	28
	Remove lanes/ supposed to be temporary	20
Yes, a lot	Negative comments / not needed/ waste of money	99
	Congestion/ pollution/ noise	62
	General positive comments	55
	Remove lanes/ supposed to be temporary	36
	Cyclists not using existing lane	31
No	Negative comments / not needed/ waste of money	520
	Congestion/ pollution/ noise	351
	General positive comments	299
	Cyclists not using existing lane	217
	Remove lanes/ supposed to be temporary	139

Table 7.4.12: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by disability

7.5 Other proposed changes

There was a proposal to change access arrangements at the junction between Old Shoreham Road and Weald Avenue which respondents were able to comment on.

Do you have any comments on the temporary change to access at Weald Avenue? (1058 people left comments, Top ten comments)	No. of times mentioned
Negative comments / not needed/ waste of money	264
General positive comments	244
Congestion/ pollution/ noise: general	81
Cranmer/ Weald: access to allotments	68
Remove cycle lanes/ supposed to be temporary?	61
Cranmer/ Weald: not wide enough	28
Consultation: not listening/ biased / talk to residents	26
Cranmer/ Weald: access/ to properties	26
Cyclists not using existing lane	24
Cranmer/ Weald: will stop rat runs	21

Table 7.5.1: Comments on proposals at Weald Avenue

Residents likely to be most affected by the temporary access change at Weald Avenue, on the whole, left more positive comments than all respondents.

Respondents	Top 5 comments (Changes to Weald Avenue)	Number
Live in Weald Avenue, Cranmer Avenue or Holmes	General positive comments	20
	Will stop rat runs	15
	Congestion / pollution noise in general	9
	Cranmer Ave / Weald Ave affecting access to allotments	9
	Cranmer Ave / Weald Ave not wide enough	8
All other respondents	Negative comments / not needed/ waste of money	263
	General positive comments	224
	Congestion/ pollution/ noise: general	72
	Remove cycle lanes/ supposed to be temporary?	61
	Cranmer Ave / Weald Ave affecting access to allotments	59

Table 7.5.2: Comments on proposals at Weald Avenue by local residents

As with some of the earlier open comment boxes cyclists and walkers were more likely to respond positively to the Weald Avenue proposals than drivers.

Mode	Top 5 comments (Weald Avenue)	Number
Walk	General positive comments	42
	Cranmer/ Weald: access to allotments	16
	Negative comments / not needed/ waste of money	13
	Cranmer/ Weald/ Holmes: congestion	8
	Cranmer/ Weald: not wide enough	8
Cycle	General positive comments	125
	Cranmer/ Weald: access to allotments	13
	Negative comments / not needed/ waste of money	13
	Cranmer/ Weald: will stop rat runs	8
	Make permanent	8
Car (as driver)	Negative comments / not needed/ waste of money	203
	Congestion/ pollution/ noise: general	64
	General positive comments	54
	Remove cycle lanes/ supposed to be temporary?	44
	Cranmer/ Weald: access to allotments	30

Table 7.5.3: Comments on proposals at Weald Avenue by main mode of travel

Alongside temporary proposals for the area respondents were presented with plans for permanent proposals as several junctions along Old Shoreham Road.

Do you have any comments on the three permanent changes to junctions (Benfield Valley, Windlesham Close, Newtown Road)? (977 people left comments, Top ten comments)	No. of times mentioned
Negative comments: not needed/ waste of money	245
General positive comments	232
Congestion/ pollution/ noise: general	57
Benfield Valley: positive re access/ junction	43
Positive comments about Newtown Road crossing	42
Remove cycle lanes/ supposed to temporary	25
Consultation proposals are unclear	22
Newtown Road crossing negative comments	20
Dangerous: general comments	14
Consultation: not listening to residents/ biased	13
Cyclists are not using existing lane	13
Positive comments about Windlesham Close	13

Table 7.5.4: Comments on permanent changes to junctions

Again, cyclists and pedestrians viewed these proposals more positively.

Mode	Top 5 comments (Junctions)	Number
Walk	General positive comments	27
	Negative feelings: frustration/ stress	17
	Positive comments about Newtown Road crossing	6

Mode	Top 5 comments (Junctions)	Number
	Benfield Valley: positive re access/ junction	4
Cycle	General positive comments	118
	Benfield Valley: positive re access/ junction	21
	Positive comments about Newtown Road crossing	9
	It will be safer	8
	Positive comments about Windlesham Close	
	Negative comments: not needed/ waste of money	
Car (as driver)	Negative comments: not needed/ waste of money	191
	General positive comments	65
	Congestion/ pollution/ noise: general	46
	Positive comments about Newtown Road crossing	20
	Remove cycle lanes/ supposed to temporary	17

Table 7.5.5: Comments on permanent changes to junctions by main mode of travel

A further permanent proposal was to introduce a cycle lane on Nevill Road.

Do you have any comments about the proposed permanent cycle lane on Nevill Road? (1385 people left comments, Top ten comments)	No. of times mentioned
Negative comments / not needed/ waste of money	411
General positive comments	376
Congestion/ noise/ pollution	194
It will be positive for school children	103
Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road not wide enough	71
It will be safer	54
Dangerous	48
Parking: review / enforce	45
Cyclists: not using existing lane/ won't use	39
Remove cycle lane/ temporary?	37

Table 7.5.6: Comments on proposed cycle route on Nevill Road

The residents who responded from Nevill Road mostly left negative comments on the proposed cycle lane on their road.

Respondents	Top 5 comments (Cycle lane on Nevill Road)	Number
Live in Nevill Road	Congestion/ noise/ pollution	12
	Negative comments / not needed/ waste of money	10
	Parking: review / enforce	4
	Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road is not wide enough	4
	General positive comments	3
	It will be positive for school children	
	Disabled: changes affect me/ my family	
	Cyclists: not using existing lane/ won't use	

Respondents	Top 5 comments (Cycle lane on Nevill Road)	Number
All respondents	Negative: comments / not needed/ waste of money	411
	General positive comments	376
	Congestion/ noise/ pollution	194
	It will be positive for school children	103
	Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road not wide enough	71

Table 7.5.7: Comments on proposed cycle route on Nevill Road by local residents

Cyclists and pedestrians were generally supportive of the proposal.

Mode	Top 5 comments (Nevill Road)	Number
Walk	General positive comments	49
	Negative: comments / not needed/ waste of money	31
	Congestion/ noise/ pollution	12
	It will be positive for school children	12
	It will be safer	12
Cycle	General positive comments	195
	It will be positive for school children	59
	It will be safer Safer	28
	Negative: comments / not needed/ waste of money	18
	Extend/ Join up/ cover more school areas	17
Car (as driver)	Negative: comments / not needed/ waste of money	298
	Congestion/ noise/ pollution	149
	General positive comments	97
	Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road not wide enough	47
	Dangerous	32

Table 7.5.8: Comments on proposed cycle route on Nevill Road by main mode of travel

8 SEAFRONT (A259) RESULTS

3332 respondents answered questions about and saw proposals for the Seafront (A259). Responses came from all postcode areas of the city, as shown in Figure 8.1.

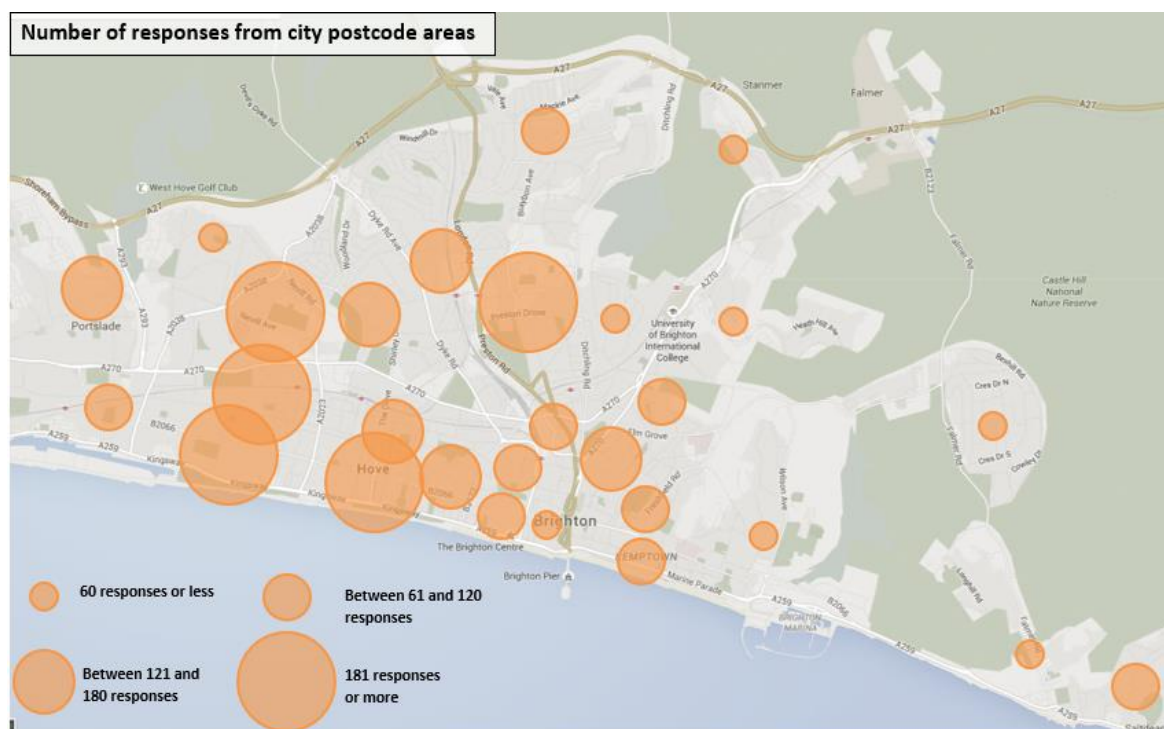


Figure 8.1: Postcode map of respondents who answered questions on Seafront (A259)

8.1 Your current experience

Respondents were first asked for their views on general conditions in the area and how they travelled through it.

What form of transport do you use most in the area?					
	No.	%		No.	%
Walk	1029	31.3	Motorcycle/ Moped	21	0.6
Cycle ²⁸	1168	35.3	Wheelchair/ Mobility Scooter	5	0.2
Bus	36	1.1	Taxi/ Private Hire	19	0.6
Car/ van as driver ²⁹	848	25.6	Community transport (eg Dial-a-Ride, volunteer car scheme)	2	0.1
Car/ van as passenger	131	4.0	I don't travel in this area	15	0.5
Other includes: skateboard/ longboard / roller skates / non-motorised scooter / combination of modes				36	1.1

Table 8.1.1: Main mode of travel in seafront (A259)

²⁸ Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

²⁹ Includes Car Club

Cycling was the most common main mode of travel used in the area across all respondents, closely followed by walking. The area is a popular destination in itself due to the seafront, and already had a cycle lane installed on the promenade, but the A259 is also a main artery linking the East and West of the city and beyond, meaning there are a number conflicting modes of travel using this space.

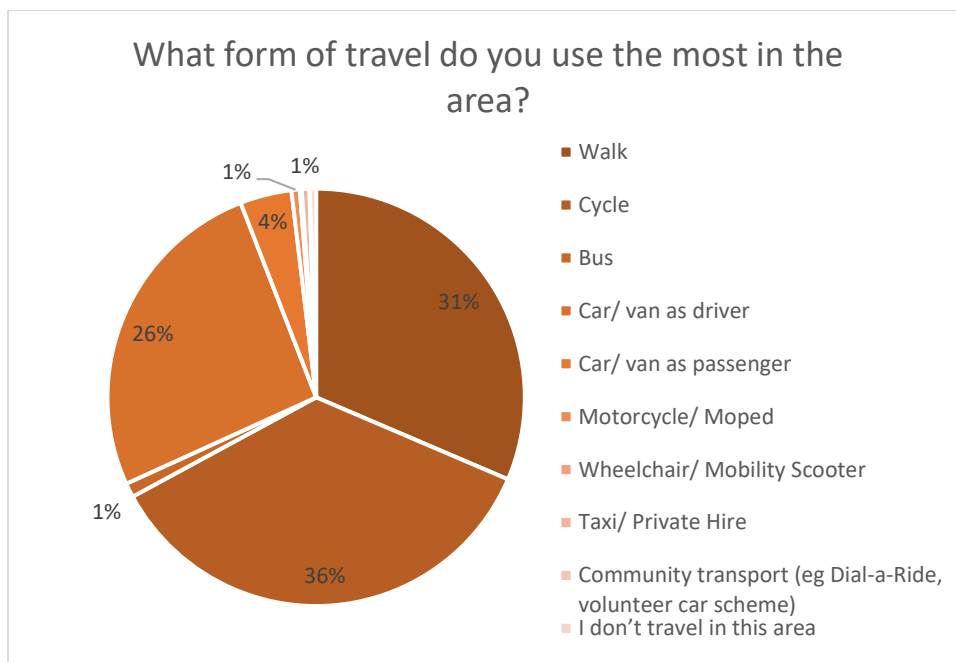


Figure 8.1.2: Main mode of travel in seafront (A259)

Table 8.1.3 shows that 43.3% of respondents were satisfied or very satisfied with the general safety of cycling in the area, and 38.3% also felt this way about the facilities for cycling in the area. However only 23.3% of the respondents felt satisfied or very satisfied with cycle parking in the area.

How satisfied are you with the following along A259 and surrounding areas?	Very Satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very Dissatisfied		Don't know		Not applicable	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	352	11.0	1034	32.3	539	16.9	483	15.1	321	10.0	109	3.4	360	11.3
Safety of children travelling to school	185	6.3	393	13.3	418	14.2	163	5.5	130	4.4	564	19.1	1096	37.2
Facilities for cycling	311	10.0	896	28.8	628	20.2	488	15.7	218	7.0	160	5.1	412	13.2
Cycle parking	198	6.5	511	16.8	649	21.4	569	18.7	158	5.2	409	13.5	543	17.9
Provision of BTN Bikeshare hubs	232	7.9	567	19.2	534	18.1	81	2.7	42	1.4	623	21.1	871	29.5

Table 8.1.3: General satisfaction seafront (A259)

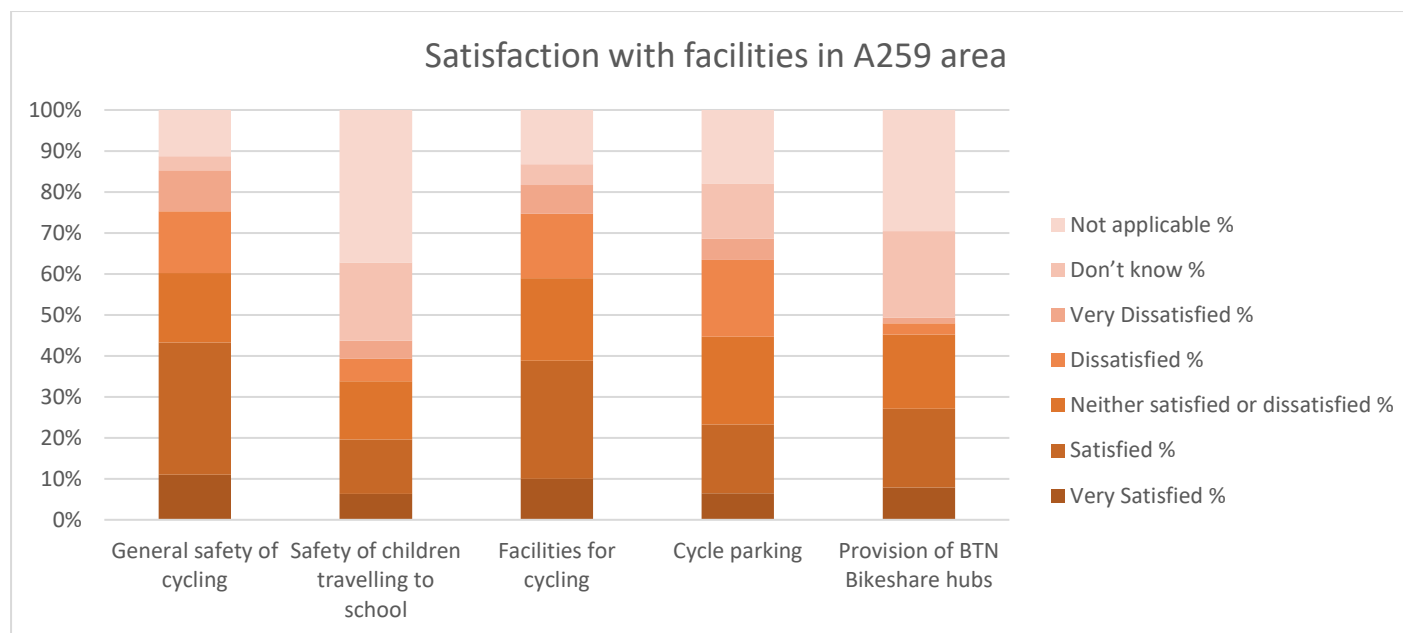


Figure 8.1.4: General satisfaction seafront (A259)

How satisfied are you with the following along A259 and surrounding areas?	Main Mode	Very Satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very Dissatisfied		Don't know		Not applicable	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	Walk	76	7.7	288	29.1	159	16.1	174	17.6	96	9.7	55	5.6	141	14.3
	Cycle	156	13.4	538	46.2	185	15.9	220	18.9	65	5.6	0	0.0	1	0.1
	Car (as driver)	96	11.9	164	20.3	161	19.9	61	7.5	129	16.0	38	4.7	159	19.7
Safety of children travelling to school	Walk	34	3.7	99	10.8	118	12.9	51	5.6	40	4.4	186	20.4	386	42.2
	Cycle	48	4.7	136	13.2	128	12.4	69	6.7	32	3.1	234	22.7	384	37.2
	Car (as driver)	83	10.6	136	17.4	136	17.4	28	3.6	41	5.2	113	14.5	244	31.2
Facilities for cycling	Walk	80	8.4	255	26.6	187	19.5	158	16.5	55	5.7	75	7.8	148	15.4
	Cycle	97	8.6	445	39.4	259	22.9	239	21.2	56	5.0	22	1.9	12	1.1
	Car (as driver)	104	13.0	158	19.8	150	18.8	63	7.9	84	7.9	84	10.5	50	6.3
Cycle parking	Walk	54	5.7	146	15.5	182	19.4	151	16.1	47	5.0	165	17.6	195	20.7
	Cycle	49	4.4	251	22.8	269	24.4	340	30.8	69	6.3	75	6.8	50	4.5
	Car (as driver)	71	9.1	93	11.9	154	19.7	55	7.1	37	4.7	142	18.2	228	29.2
Provision of BTN Bikeshare hubs	Walk	63	6.9	213	23.2	156	17.0	38	4.1	12	1.3	190	20.7	246	26.8
	Cycle	78	7.4	222	21.1	185	17.6	23	2.2	9	0.9	240	22.8	294	28.0
	Car (as driver)	69	9.0	103	13.4	155	20.2	14	1.8	19	2.5	159	20.7	250	32.5

Table 8.1.5: General satisfaction seafront (A259) by main mode of travel

A high percentage of cyclists (59.6%) are satisfied or very satisfied with general safety of cycling along the A259 and surrounding areas but only 32.2% of car drivers feel the same. Conversely, car drivers are more likely to feel very satisfied or satisfied (38.0%) with the safety of children traveling to school than pedestrians (14.5%) and cyclists (17.9%).

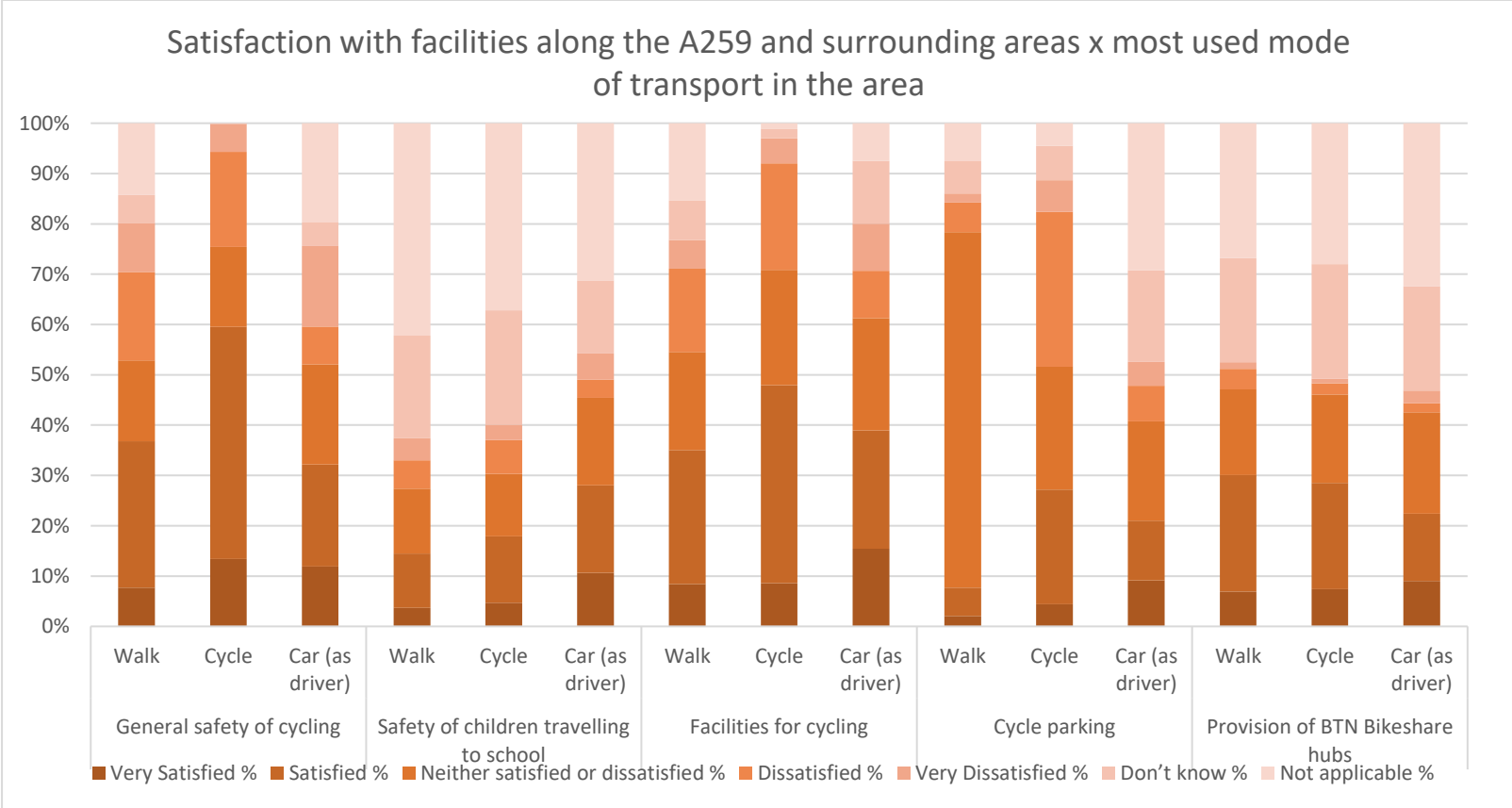


Figure 8.1.6: General satisfaction seafront (A259) by main mode of travel

8.2 Views on the existing temporary cycle lane

Half of respondents said they had cycled in the lane since it was installed.

Have you cycled in the temporary cycle lane since it was installed in August 2020?		
	No.	%
Yes	1650	50.0
No	1649	50.0

Table 8.2.1: Use of the existing temporary cycle lane

The 1650 respondents who had used the lane were asked to consider how they would have travelled before the lane was available.

If you have used the temporary cycle lane, thinking about the last journey you made in the lanes, how would you have travelled before the cycle lanes were installed?					
	No.	%		No.	%
Walk	148	8.9	Motorcycle/ Moped	3	0.2
Cycle: using the lane on the promenade	1185	71.5	Wheelchair/ Mobility Scooter	1	0.1
Cycle: on-road on the A259 Kingsway / Kings Road	127	7.7	Taxi/ Private Hire	1	0.1
Cycle (using a different route)	21	1.3	Train	2	0.1
Bus	17	1.0	Community transport (eg Dial-a-Ride, volunteer car scheme)	0	0.0
Car/ van as driver ³⁰	118	7.1	I didn't previously make this journey	11	0.7
Car/ van as passenger	13	0.8			
Other includes: Skateboard / longboard / roller skate / non-motorised scooter / combination of modes				11	0.7

Table 8.2.2: Previous mode of most recent journey

The majority of users of the cycle lane (71.5%) would have used the promenade lane, now designated for Eastbound cycle traffic. The reduction in cyclists on the promenade lane means there is less congested cycle traffic using this lane (only in one direction of travel) and a reduction in potential for cycle / pedestrian conflict, an issue raised elsewhere in survey responses for this scheme. 7.7% of respondents would have cycled on the road to make their journey, meaning the new protected lane has given them a designated space to use the road, improving safety. 7.9% of respondents said they would have

³⁰ Includes Car Club

used the car to make their journey (as driver or passenger) prior to the lane being installed.

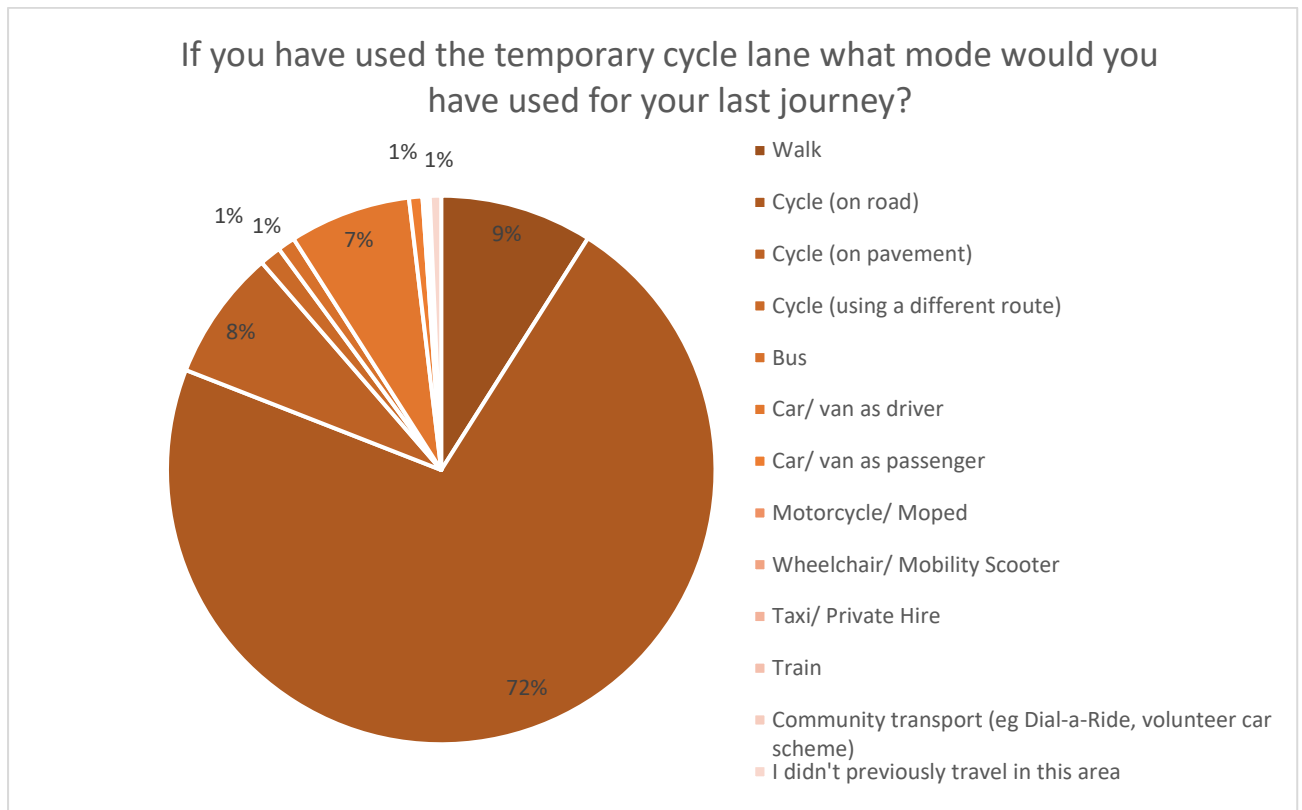


Figure 8.2.3: Previous mode of most recent journey

If you have cycled in the temporary cycle lane, how safe does this feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	411	25.0	797	48.4	229	13.9	151	9.2	47	2.9	11	0.7
After dark	268	17.1	612	39.1	254	16.2	163	10.4	61	3.9	207	13.2

Table 8.2.4: Perception of safety of cycling in the existing temporary cycle lane

Most users of the cycle lane (75%) feel safe or very safe in it during the day, dropping to 56.2% after dark.

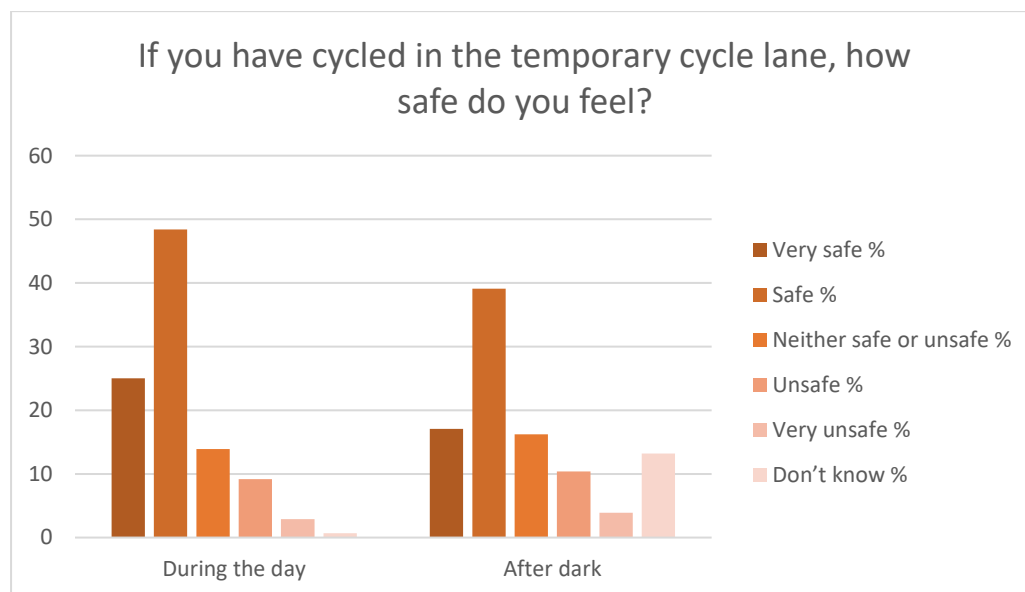


Figure 8.2.5: Perception of safety of cycling in the existing temporary cycle lane

Levels of safety indicated in Figure 8.2.5 show higher perception of safety levels reported in other areas such as Western Road or Preston Circus to Patcham Roundabout. The main issue mentioned by respondents was the risk of pedestrian conflict with the temporary lane.

237 respondents gave additional comments as to why they felt unsafe or very unsafe using the temporary cycle lane.

If you have answered either very unsafe or unsafe cycling in the temporary cycle lane, please tell us more about this (Top ten comments)	No. of times mentioned
Too much pedestrian and cycle conflict / pedestrians walk or cross the lane/ from between parked cars / crossing points unclear / dangerous to pedestrians when traffic signals ignored / confusing for all	66
Cyclists travelling the wrong way / Intended direction of lanes unclear / cyclists still use promenade lane westbound / need more signage or markings to clarify	39
Prefer to use the promenade lane as it's safer / existing route is preferable	32
Too close to traffic	25
Location of parking is dangerous / threat of 'dooring' or people existing vehicles directly into cycle lane	23
Walls do not provide enough protection / not enough physical separation to feel safe	20
Worried that drivers will still use the lane / confusing for vehicles / they are unaware of the lane	18
Increased pollution due to standing traffic	15
Poor lighting in the area	15
Poor driver attitudes or behaviour / dangerous to cyclists	14

Table 8.2.6: Reasons for feeling unsafe in the seafront (A259) temporary cycle lane

In total 198 respondents said they felt unsafe or very unsafe cycling in the temporary cycle lane during the day, and 224 said they felt this way after dark. The additional comments above are split between the two times of day below.³¹

If you have answered either very unsafe or unsafe cycling in the temporary cycle lane, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Too much pedestrian and cycle conflict / pedestrians walk or cross the lane/ from between parked cars / crossing points unclear / dangerous to pedestrians when traffic signals ignored / confusing for all	42	42
Cyclists travelling the wrong way / Intended direction of lanes unclear / cyclists still use promenade lane westbound / need more signage or markings to clarify	22	21
Prefer to use the promenade lane as it's safer / existing route is preferable	25	24
Too close to traffic	22	23

³¹ Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe cycling in the temporary cycle lane, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Location of parking is dangerous / threat of 'dooring' or people existing vehicles directly into cycle lane	20	18
Wands do not provide enough protection / not enough physical separation to feel safe	11	15
Worried that drivers will still use the lane / confusing for vehicles / they are unaware of the lane	8	14
Increased pollution due to standing traffic	14	14
Poor lighting in the area	1	11
Poor driver attitudes or behaviour / dangerous to cyclists	9	10

Table 8.2.7: Reasons for feeling unsafe in the seafront (A259) temporary cycle lane - by time of the day

All respondents were asked for their views on the temporary cycle lane.

Tell us what you think about the existing temporary cycle lane? (Top ten comments, 3357 people made comments)	No. of times mentioned
Not needed/ waste of money/ negative / already existing lane	922
General positive comments	903
Congestion/ pollution/ noise	587
Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	444
Cyclists not using/ still cycling on prom/ road	409
It's confusing/ needs better signage/ markings	400
Keep 2-way on prom / widen / improve / use Hove Lawns	243
Remove Cycle lane	167
Extend / join up/ reinstate removed part	158
Parking: review/ enforce/ keep / Zone M	143

Table 8.2.8: Comments on the existing temporary cycle lane seafront (A259)

These top ten comments are distributed by the 4 main postcode areas of the city as follows:

A259 Comments on existing lane by postcode area (Top ten comments)	BN						
	All	Other	BN1	BN2	BN3	BN41	Other
Not needed/ waste of money/ negative / already existing lane	922	38	171	170	445	97	1
General positive comments	903	27	288	174	376	36	2
Congestion/ pollution/ noise	587	15	95	146	285	45	1
Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	444	6	116	76	207	39	0
Cyclists not using/ still cycling on prom/ road	409	9	83	89	195	32	1
It's confusing/ needs better signage/ markings	400	5	113	86	180	15	1

A259 Comments on existing lane by postcode area (Top ten comments)							
	All	BN					
		Other	BN1	BN2	BN3	BN41	Other
Keep 2-way on prom / widen / improve / use Hove Lawns	243	4	52	37	127	23	0
Remove Cycle lane	167	4	28	39	77	18	1
Extend / join up/ reinstate removed part	158	7	39	36	67	8	1
Parking: review/ enforce/ keep / Zone M	143	3	26	26	75	13	0

Table 8.2.9: Comments on the existing temporary cycle lane seafront (A259) by postcode

Comments varied greatly depending on whether respondents had used the lane. Those who hadn't cycled in the lane gave largely negative views, while those who has used it were positive, although recognised the need for improvements such as clearer signage.

Have you cycled in the lane since it was installed		
	Top 5 comments (Existing temporary cycle lane)	No.
Yes	General positive comments	738
	It's confusing/ needs better signage/ markings	306
	Not needed/ waste of money/ negative / already existing lane	210
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	161
	Extend / join up/ reinstate removed part	138
No	Not needed/ waste of money/ negative / already existing lane	706
	Congestion/ pollution/ noise	464
	Cyclists not using/ still cycling on prom/ road	282
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	275
	General positive comments	162

Table 8.2.10: Comment on the existing temporary cycle lane seafront (A259) by use of cycle lane

Cyclists left positive comments towards the lane, while car drivers viewed it more negatively. Pedestrian opinions were largely split.

Mode	Top 5 comments (Existing temporary cycle lane)	No.
Walk	General positive comments	262
	Not needed/ waste of money/ negative / already existing lane	240
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	190

Mode	Top 5 comments (Existing temporary cycle lane)	No.
	Congestion/ pollution/ noise	141
	Cyclists not using/ still cycling on prom/ road	139
Cycle	General positive comments	549
	It's confusing/ needs better signage/ markings	224
	Not needed/ waste of money/ negative / already existing lane	135
	Extend / join up/ reinstate removed part	111
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	110
Car (as driver)	Not needed/ waste of money/ negative / already existing lane	418
	Congestion/ pollution/ noise	318
	Cyclists not using/ still cycling on prom/ road	141
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	110
	Remove Cycle lane	95

Table 8.2.11: Comment on the existing temporary cycle lane seafront (A259) - by main mode of travel

Comments from those with disabilities also differed from those without, although there were still a number of positive comments from those identifying as disabled.

Disability	Top 5 comments (Existing temporary cycle lane)	Number
Yes, a little	Not needed/ waste of money/ negative / already existing lane	109
	General positive comments	75
	Congestion/ pollution/ noise	62
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	56
	Cyclists not using/ still cycling on prom/ road	41
Yes, a lot	Not needed/ waste of money/ negative / already existing lane	135
	General positive comments	116
	Congestion/ pollution/ noise	86
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	64
	Cyclists not using/ still cycling on prom/ road	44
No	General positive comments	682
	Not needed/ waste of money/ negative / already existing lane	599
	Congestion/ pollution/ noise	393
	It's confusing/ needs better signage/ markings	321
	Cyclists not using/ still cycling on prom/ road	297

Table 8.2.12: Comment on the existing temporary cycle lane seafront (A259) - by disability

8.3 Proposed temporary cycle lane extension

Respondents were asked about their use of the proposed extension between Fourth Avenue to Glendor Road. There are various options for cycling including existing cycle lanes and the direct route of the A259 and therefore questions were split into different possible sections.

Do you currently cycle along this section of the seafront? (Fourth Avenue to Glendor Road)	Yes		No	
	No.	%	No.	%
Fourth Avenue to Glendor Road: On road on A259 Kingsway	1170	37.3	1966	62.7
Fourth Avenue to Hove Street: via King's Esplanade and promenade	1462	46.4	1689	53.6
Hove Street to Glendor Road: on pavement cycle lane	1458	46.1	1702	53.9

Table 8.3.1: Current use of the proposed extension route

Table 8.3.1 above shows that respondents are currently more likely to use the cycle routes away from the road, however 37.3% of respondents do cycle on the A259 directly despite there being no dedicated cycle infrastructure on this stretch.

If you answered Yes, how safe does it feel to cycle here?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road – on-road on A259 Kingsway	162	9.2	389	22.0	308	17.5	403	22.8	121	6.9	382	21.6
Fourth Avenue to Hove Street: via King's Esplanade and promenade	277	15.3	575	31.7	359	19.8	278	15.3	39	2.1	286	15.8
Hove Street to Glendor Road: on pavement cycle lane	294	16.2	599	33.0	326	18.0	259	14.3	37	2.0	299	16.5

Table 8.3.2: Current perceptions of safety along the route of the extension

Table 8.3.2 shows that respondents cycling on the existing (off-road) cycle lanes along the route of the proposed extension feel very safe or safe, compared to those who are currently cycling on-road. Respondents feel safer cycling on the existing temporary cycle lane than they currently do on any of the proposed areas for improvement.

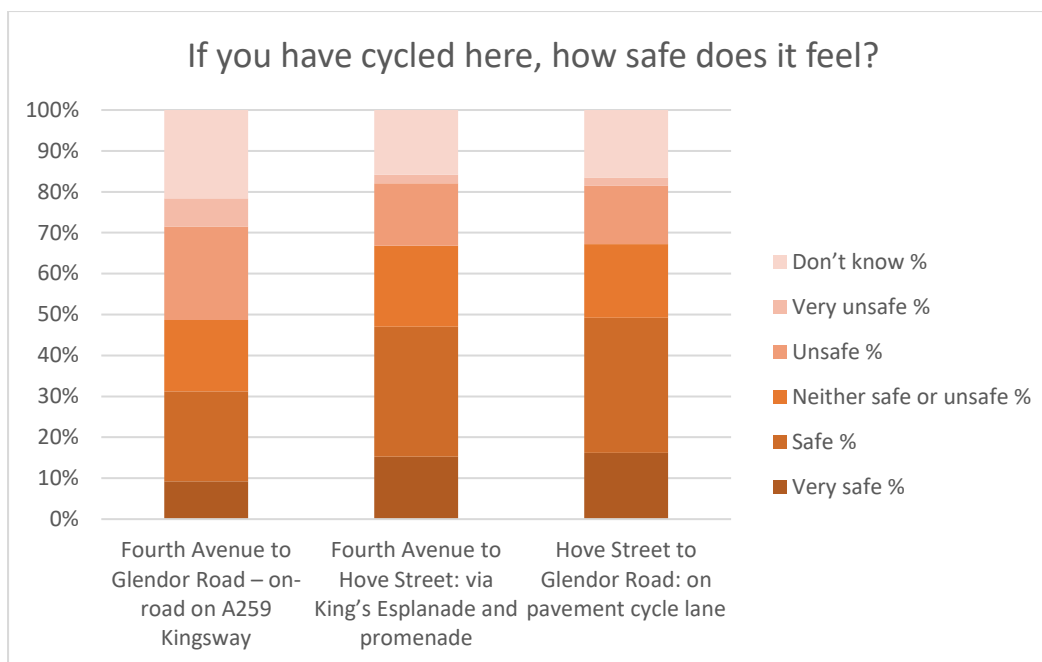


Figure 8.3.3: Perceptions of safety along the current route of the proposed extension on the A259

Respondents were asked to give more information on their answers. 469 people provided further information as to why they felt unsafe or very unsafe using the existing routes to cycle.

If you have answered either very unsafe or unsafe using existing routes to cycle, please tell us more about this (Top ten comments)	No. of times mentioned
Too much cycle and pedestrian conflict / pedestrians cross or walk in the lane / no line of sight of pedestrians emerging from cars or hedges / queue across lanes	198
The road is too busy / too many lanes of traffic / not enough space or cars drive too close / would not cycle on the road	129
The existing cycle lanes are too narrow / the lanes get too busy / can't pass cyclists / doesn't allow for two-way cycling	120
Traffic is too fast / speeding	75
Illegal parking or double parking / parked vehicles blocking cycle lanes or routes	67
It's dangerous as junctions with other cars / exiting or leaving side roads / lots of blind corners	38
Driver attitudes are poor / dangerous driver behaviour towards cyclists	35
There is not enough protection / segregation from traffic	22
Difficult to join or leave the lane / turning right is difficult/ have to cross traffic lanes to access or leave the lane	18
The road / cycle lane surface is in poor condition	12
The behaviour of other cyclists / no lights / too fast / cycling in the wrong direction for the lane	12

Table 8.3.4: Reasons for feeling unsafe along the route of the proposed extension

Overall 524 respondents said they felt unsafe or very unsafe cycling in the on-road section between Fourth Avenue to Glendor Road, 317 on the Kings Esplanade and promenade section Fourth Avenue to Hove Street, and 296 they felt this way using the Hove Street to Glendor Road on-pavement cycle lane. Additional comments from Table 8.3.4 are split between the three areas of the route in the table below.³²

If you have answered either very unsafe or unsafe, cycling in sections Fourth Avenue to Glendor Road, please tell us more about this (Top ten comments)	No. of times mentioned		
	Fourth Avenue to Glendor Road – on-road on A259 Kingsway	Fourth Avenue to Hove Street: via Kings Esplanade and promenade	Hove Street to Glendor Road: on pavement cycle lane
Too much cycle and pedestrian conflict / pedestrians cross or walk in the lane / no sightline of pedestrians emerging from cars or hedges/ queue across lanes	116	129	110
The road is too busy / too many lanes of traffic / not enough space or cars drive too close / would not cycle on the road	109	51	15
Existing cycle lanes are too narrow / the lanes get too busy / can't pass cyclists / doesn't allow for two-way cycling	74	59	78
Traffic is too fast / speeding	71	30	21
Illegal parking/ double parking / parked vehicles blocking cycle lanes or routes	59	38	13
It's dangerous as junctions with other cars / exiting or leaving side roads / lots of blind corners	29	29	12
Driver attitudes are poor / dangerous driver behaviour towards cyclists	30	15	9
There is not enough protection / segregation from traffic	18	9	3
Difficult to join or leave the lane / turning right is difficult / have to cross traffic lanes to access or leave the lane	16	12	6
The road / cycle lane surface is in poor condition	12	6	2

Table 8.3.5: Reasons for feeling unsafe along the route of the proposed extension by the sections available

³² Comments from respondents who felt unsafe or very unsafe in multiple sections of the route will appear more than once. The content of their comments may refer to any section.

Unsurprisingly Table 8.3.5 above shows that cyclists currently using the road made more than twice as many comments relating to poor safety on road or high levels of traffic, compared to those using the existing dedicated cycle lanes.

Respondents were also asked about their confidence using these distinct sections.

If you do cycle here, how confident do you feel cycling here?	Very confident		Confident		Neither confident or unconfident		Unconfident		Very unconfident		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road – on-road on A259 Kingsway	212	12.1	465	26.5	356	20.3	257	14.6	103	5.9	363	20.7
Fourth Avenue to Hove Street: via Kings Esplanade and promenade	358	19.7	665	36.6	331	18.2	150	8.3	40	2.2	273	15.0
Hove Street to Glendor Road: on pavement cycle lane	378	20.9	661	36.5	305	16.9	140	7.7	34	1.9	292	16.1

Table 8.3.6: Current confidence along the proposed route of the extension seafront (A259)

Overall respondents felt slightly more confident than they did safe using these sections, however the differences between cycling on the road and the dedicated cycle lanes remained.

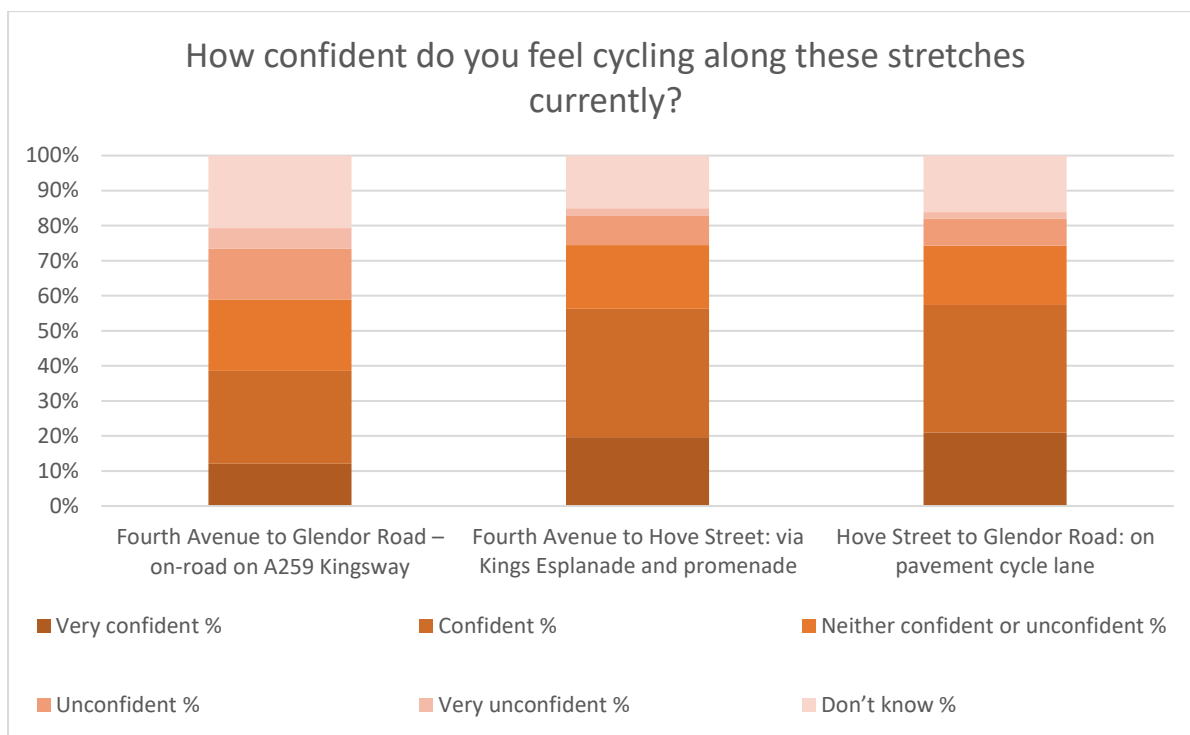


Figure 8.3.7: Current confidence along the proposed route of the extension seafront (A259)

If you have answered either unconfident or very unconfident, please tell us more about this	No. of times mentioned
Too much traffic / roads are too busy / too many lanes / changing lanes / no cycle priority	73
Too much pedestrian and cycle conflict / children and dogs in the lane / queueing across the lane / blind pedestrian crossings	46
Cycle lanes are too narrow or too busy / not enough capacity / can't cycle two-way or overtake	36
Vehicle speeds are too high / speeding	27
Generally feels too dangerous in this area to be confident / too many hazards	26
Illegal or inconsiderate parking / threat of 'dooring' / double parking / cars pulling out from parking spaces	21
Dangerous turns or junctions / forced into the path of vehicles / contraflow / sharp turns or blind corners	13
Poor driver attitudes / aggressive behaviour towards cyclists	12
Confusing lanes / not consistent or continuous	11
Poor condition of road or cycle lanes surface	6
Behaviour of cyclists / speeding / travelling the wrong direction	5
Pollution / poor air quality	4
Not enough protection or segregation from traffic	2

Table 8.3.8: Reasons for feeling unconfident along the current route of the proposed extension

Those who felt unconfident or very unconfident gave similar reasons to those who felt unsafe or very unsafe. Traffic was a large contributing factor to feeling unconfident, particularly for those cycling on the road.

If you have answered either very unconfident or unconfident, please tell us more about this	No. of times mentioned		
	Fourth Avenue to Glendor Road: on-road on A259 Kingsway	Fourth Avenue to Hove Street: via Kings Esplanade and promenade	Hove Street to Glendor Road: on pavement cycle lane
Too much traffic / roads are too busy / too many lanes / changing lanes / no cycle priority	68	22	16
Too much pedestrian and cycle conflict / children and dogs in the lane / queueing across the lane / blind pedestrian crossings	27	27	26
Cycle lanes are too narrow or too busy / not enough capacity / can't cycle two-way or overtake	22	14	24
Vehicle speeds are too high / speeding	26	9	4
Generally feels too dangerous in this area to be confident / too many hazards	22	4	3
Illegal or inconsiderate parking / threat of 'dooring' / double parking / cars pulling out from parking spaces	19	5	2
Dangerous turns or junctions / forced into the path of vehicles / contraflow / sharp turns or blind corners	8	4	2
Poor driver attitudes / aggressive behaviour towards cyclists	9	5	3
Confusing lanes / not consistent or continuous	8	8	5
Poor condition of road or cycle lanes surface	6	2	2
Behaviour of cyclists / speeding / travelling the wrong direction	2	2	3
Pollution / poor air quality	4	2	3
Not enough protection or segregation from traffic	2	0	0

Table 8.3.9: Reasons for feeling unconfident along the current route of the proposed extension by the sections available

Proposals for an extension to the temporary cycle lane include a section of advisory cycle lane (Fourth Avenue to Hove Street) and a protected section similar to the existing temporary cycle lane (Hove Street to Glendor Road). Questions about the extension were split to differentiate answers to highlight these differences.

How likely are you to use the extension to the temporary westbound cycle lane?	Highly likely		Likely		Neither likely or unlikely		Unlikely		Very unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Hove Street via new cycle lane on A259 Kingsway	954	31.4	427	14.1	187	6.2	194	6.4	1152	37.9	125	4.1
Hove Street to Glendor Road via new protected cycle lane on A259 Kingsway	953	31.7	417	13.9	183	6.1	182	6.1	1137	37.8	134	4.5

Table 8.3.10: Likelihood of using new proposed extension

The likelihood of using/ not using either section was similar. Just over 37% of respondents said they would be very unlikely to use the extension, reflecting a result from the public opinion survey that around 30% of respondents do not cycle.

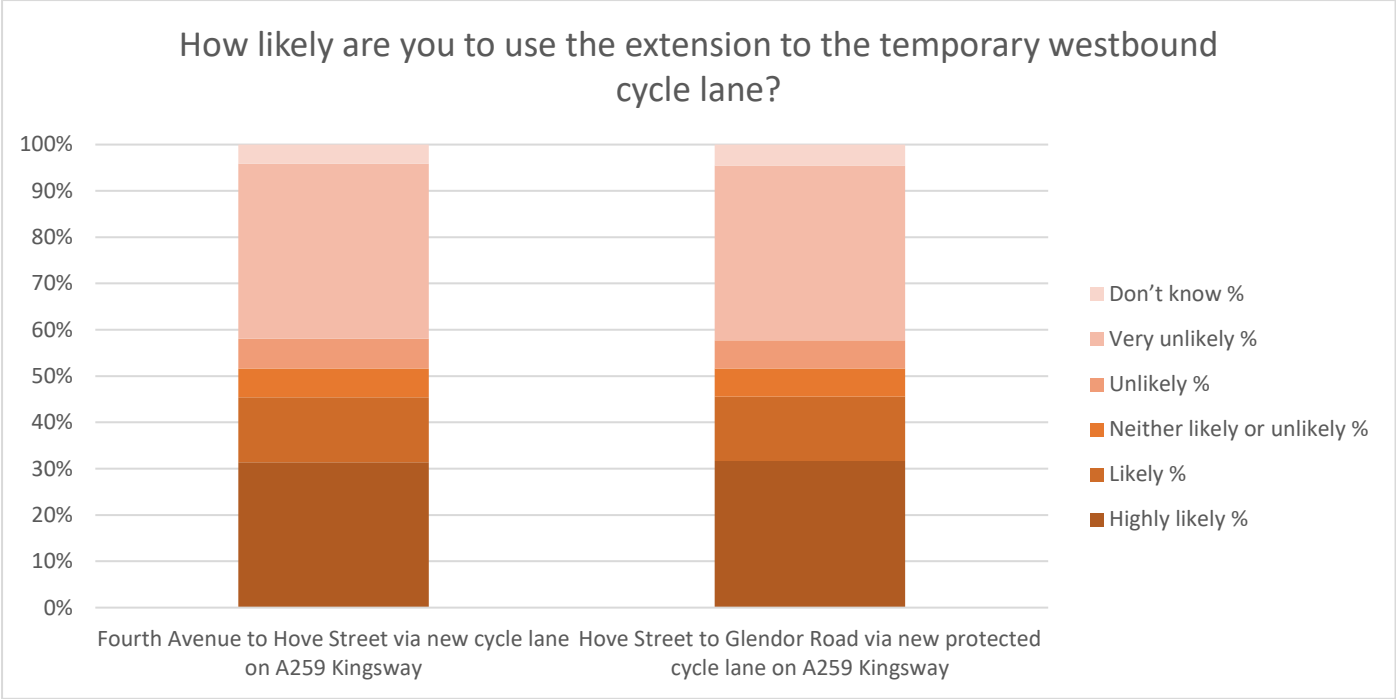


Figure 8.3.11: Likelihood of using new proposed extension

Do you currently cycle along these sections?		Fourth Avenue to Hove Street: via new cycle lane on Kingsway A259											
		Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road: on-road on A259 Kingsway	Yes	699	60.6	203	17.6	71	6.2	46	4.0	122	10.6	12	1.0
	No	215	12.0	209	11.7	109	6.1	143	8.0	1000	56.0	110	6.2
Fourth Avenue to Hove Street: via Kings Esplanade and promenade	Yes	832	57.7	260	18.0	94	6.5	68	4.7	163	11.3	24	1.7
	No	99	6.5	155	10.2	87	5.7	119	7.9	958	63.3	96	6.3

Table 8.3.12: Likelihood of using proposed extension of those who currently cycle in the area

Respondents are more likely to want to cycle on the extension if they already cycle here. However, 424 respondents who don't currently cycle between Fourth Avenue and Glendor Road and 254 respondents who don't currently cycle between Fourth Avenue to Hove Street (via King's Esplanade) say there are likely or highly likely to use the extension.

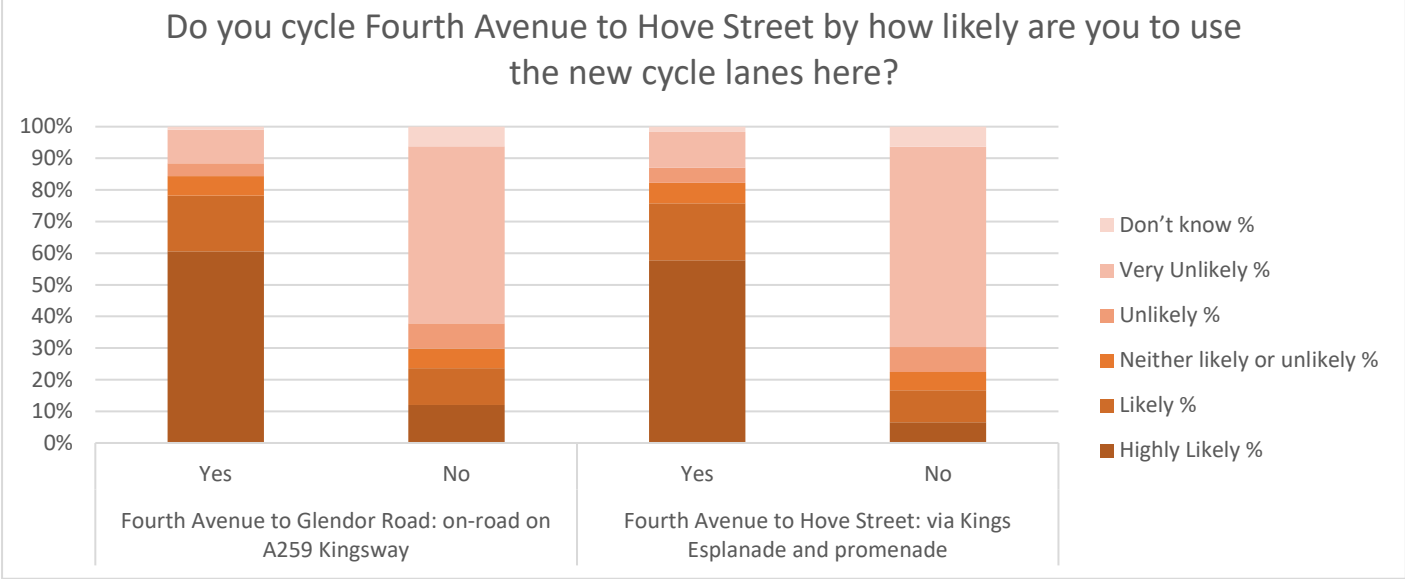


Figure 8.3.13: Likelihood of use of the advisory cycle lane extension - by current use

Hove Street to Glendor Road: via new protected cycle lanes on Kingsway (A259)													
Do you currently cycle along these sections?		Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road: on-road on A259 Kingsway	Yes	697	60.9	199	17.4	68	5.9	49	4.3	116	10.1	15	1.3
	No	217	12.3	204	11.5	110	6.2	130	7.4	992	56.1	114	6.5

Hove Street to Glendor Road: via new protected cycle lanes on Kingsway (A259)													
Do you currently cycle along these sections?		Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Hove Street to Glendor Road: on pavement cycle lane	Yes	842	58.8	250	17.5	84	5.9	69	4.8	158	11.0	28	2.0
	No	95	6.3	161	10.7	95	6.3	109	7.2	945	62.7	103	6.8

Table 8.3.14: Likelihood of cycling on new protected A259 extension - by currently cycling

Around 75% of cyclists who currently use the road to cycle and/or the pavement lane between Hove Street and Glendor Road would be highly likely to use a new protected cycle lane between Hove Street and Glendor Road on the A259. Just under 25% of respondents who say they do not currently use the road to cycle would be likely or highly likely to do so if a protected lane were to be introduced.

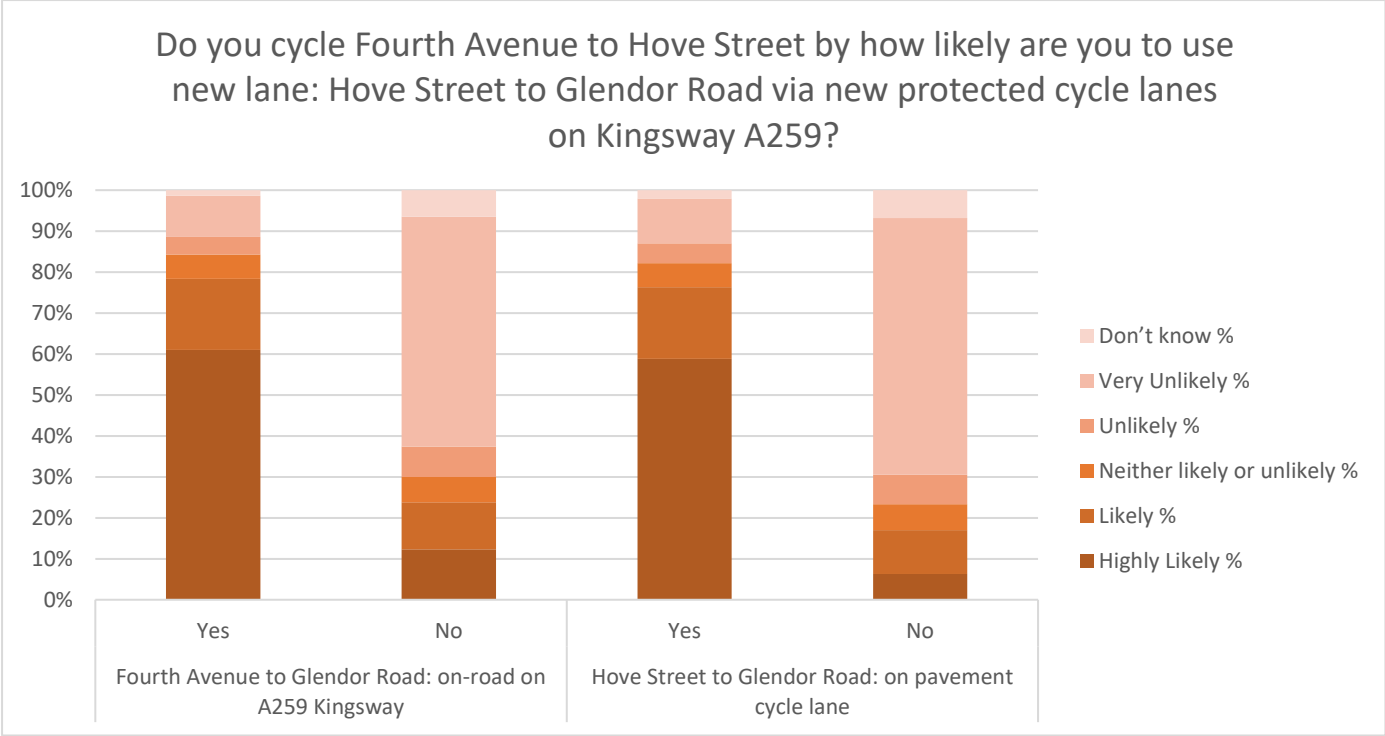


Figure 8.3.15: Likelihood of use of the protected cycle lane extension - by current use

Current cyclists indicated they were likely to use the proposed sections of the extension, along with almost 40% of pedestrians and 10% of car drivers. There were too few bus users answering the survey to add to the table below.

	Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Hove Street: via new cycle lane on Kingsway A259	Walk	189	20.7	166	18.2	80	8.8	70	7.7	350	38.4	56	6.1
	Cycle	712	63.6	208	18.6	57	5.1	48	4.3	75	6.7	19	1.7
	Car as driver	40	5.2	41	5.3	39	5.0	54	7.7	568	73.2	34	4.4

	Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
Hove Street to Glendor Road: via new protected cycle lanes on Kingsway (A259)	Walk	184	20.4	164	18.2	79	8.8	65	7.2	346	38.4	62	6.9
	Cycle	712	64.1	204	18.4	55	5.0	44	4.0	72	6.5	23	2.1
	Car as driver	43	5.6	38	5.0	39	5.1	51	6.7	562	73.4	33	4.3

Table 8.3.16: Likelihood of using the extension - by main mode of travel

There was little difference in likelihood of use between the proposed section of advisory lane or the proposed section of protected lane.

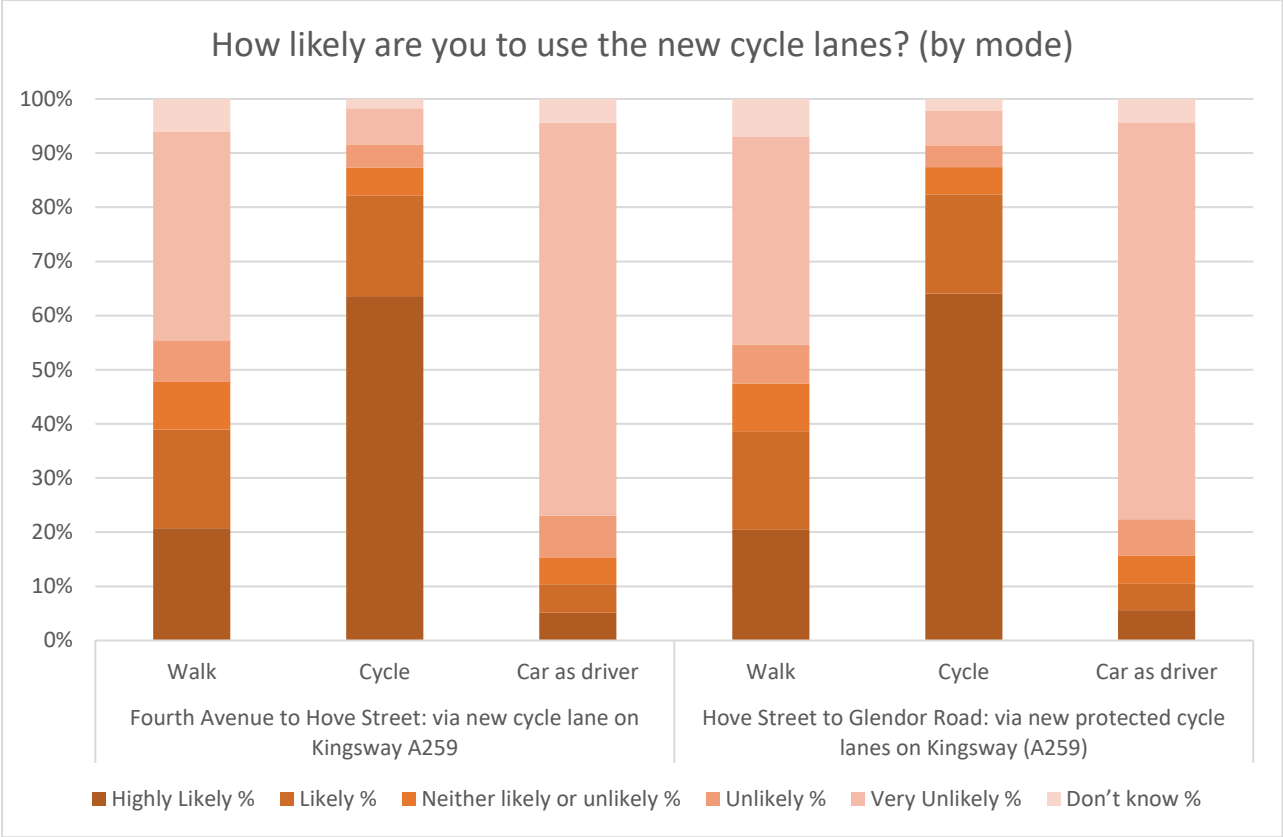


Figure 8.3.17: Likelihood of using the extension - by main mode of travel

Respondents were asked for comments on the proposal to extend the temporary cycle lane to the West

Tell us what you think about the extension to the temporary cycle lane? (Top ten comments, 1531 people left comments)	No. of times mentioned
Not needed/ waste of money/ negative in general	600
General positive comments	320
Congestion / pollution/ noise	170
Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	96
Improve/ keep existing lane, put on pavement/ prom/ lawns	96
Remove Cycle lane/ supposed to be temporary	76
Extend / join up	71
Parking: keep/ review/ enforce	70
Cyclists not using lane/ won't be used	61
Separate with a kerb/ segregate the whole route	42

Table 8.3.18 Comments on proposed extension

These top ten comments are distributed by the 4 main postcode areas of the city as follows:

A259 Comments on extension by postcode area	All	BN Other	BN1	BN2	BN3	BN41	Other
Not needed/ waste of money/ negative in general	600	25	99	94	324	55	3
General Positive comments	320	7	97	55	142	18	1
Congestion / pollution/ noise	170	2	24	35	93	16	0
Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	96	2	18	13	58	5	0
Improve/ keep existing lane, put on pavement/ prom/ lawns	96	5	12	15	56	8	0
Remove Cycle lane/ supposed to be temporary	76	6	13	13	33	11	0
Extend / join up	71	5	23	16	22	5	0
Parking: keep/ review/ enforce	70	2	13	10	40	5	0
Cyclists not using lane/ won't be used	61	3	7	12	35	4	0
Separate with a kerb/ segregate the whole route	42	1	16	10	14	1	0

Table 8.3.19 Comments on proposed extension by postcode area

Respondents who identified as having a disability or life limiting condition left similar comments to the those who did not.

Cyclists are more supportive of the proposals for the extension than users of other modes, in particular car drivers.

Mode	Top 5 comments (Extension)	No.
Walk	Not needed/ waste of money/ negative in general	156
	General positive comments	77
	Congestion / pollution/ noise	46
	Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	38
	Parking: keep/ review/ enforce	27
Cycle	General positive comments	219
	Not needed/ waste of money/ negative in general	87
	Extend / join up	45
	Improve/ keep existing lane, put on pavement/ prom/ lawns	32
	Separate with a kerb/ segregate the whole route	29
Car (as driver)	Not needed/ waste of money/ negative in general	285
	Congestion / pollution/ noise	90
	Remove Cycle lane/ supposed to be temporary	46
	Improve/ keep existing lane, put on pavement/ prom/ lawns	33
	Cyclists not using lane/ won't be used	26

Table 8.3.20: Comments on proposed extension by main mode of travel in the area

Generally, people who already cycle in the area view the extension more positively than those who don't.

Do you currently use these sections?		Top 5 comments (proposed extension)	
			No.
Fourth Avenue to Glendor Road – on-road on A259 Kingsway	Yes	General positive comments	186
		Not needed/ waste of money/ negative in general	161
		Extend / join up	36
		Improve/ keep existing lane, put on pavement/ prom/ lawns	35
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	
	Congestion / pollution/ noise		
	No	Not needed/ waste of money/ negative in general	417
		Congestion / pollution/ noise	126
		General positive comments	116
		Remove Cycle lane/ supposed to be temporary	63
Improve/ keep existing lane, put on pavement/ prom/ lawns		57	
Fourth Avenue to Hove Street: via King's Esplanade and promenade	Yes	General positive comments	231
		Not needed/ waste of money/ negative in general	195
		Improve/ keep existing lane, put on pavement/ prom/ lawns	51
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	49
		Extend / join up	48
	No	Not needed/ waste of money/ negative in general	384
		Congestion / pollution/ noise	115
		General positive comments	74

Do you currently use these sections?		Top 5 comments (proposed extension)	No.
		Remove Cycle lane/ supposed to be temporary	62
		Improve/ keep existing lane, put on pavement/ prom/ lawns	43
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	
		Parking: keep/ review/ enforce	
Hove Street to Glendor Road: on pavement cycle lane	Yes	General positive comments	228
		Not needed/ waste of money/ negative in general	202
		Congestion / pollution/ noise	53
		Improve/ keep existing lane, put on pavement/ prom/ lawns	52
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	51
	No	Not needed/ waste of money/ negative in general	378
		Congestion / pollution/ noise	108
		General positive comments	81
		Remove Cycle lane/ supposed to be temporary	62
		Improve/ keep existing lane, put on pavement/ prom/ lawns	43
		Parking: keep/ review/ enforce	

Table 8.3.21: Comments on proposed extension - by routes cycled currently

Respondents were asked for comments on the Eastbound route which would remain in place as currently.

Do you have any comments about the eastbound route for cyclists, which would remain on the promenade/ King's Esplanade? (Top ten comments, 1533 people left comments)	No. of times mentioned
Improve existing/ don't duplicate lanes / keep two-way / is safer/ more attractive	346
Not needed/ keep as it is / waste of money /generally negative	268
Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	226
General positive comments	197
Needs clear signage / markings	134
Segregate/ segregate more/ with a kerb	112
Cyclists need to obey Highway Code/ give way/ have insurance/ pay tax. They go too fast/ ignore pedestrians	92
Congestion/ pollution / noise	88
Cyclists: won't use/ will still use existing/ prom	78
Remove cycle lane	58

Table 8.3.22: Overall comments on the Eastbound cycle route

Similar problems with the current route were identified by both respondents who currently use it and respondents who don't.

Do you currently use this route	Top 5 comments (Eastbound route)	No.
Yes	Improve existing route	170
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	142
	General positive comments	121
	Needs clear signage / markings	105
	Not needed/ keep as it is / Waste of money /generally negative	103
No	Improve existing route	168
	Not needed/ keep as it is / Waste of money /generally negative	162
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	86
	General positive comments	69
	Don't put cycle lanes on A259	65

Table 8.3.23: Comments on the existing Eastbound route by current use

Across all modes used in the area it was identified this route needed to be improved, with cyclists and pedestrians identifying specific issues.

Mode	Top 5 comments (Eastbound route)	No.
Walk	Improve existing route	87
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	87
	Not needed/ keep as it is / Waste of money /generally negative	68
	Cyclists need to obey Highway Code/ give way/ have insurance/ pay tax. They go too fast/ ignore pedestrians	51
	General positive comments	51
Cycle	Improve existing route	111
	General positive comments	109
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	104
	Needs clear signage / markings	86
	Segregate/ segregate more/ with a kerb	61
Car (as driver)	Not needed/ keep as it is / Waste of money /generally negative	126
	Improve existing route	121
	Don't put cycle lanes on A259	57
	Congestion/ pollution / noise	49
	Remove cycle lane	34

Table 8.3.24: Comments on the existing Eastbound route - by different travel modes

Comments left by those with disabilities did not differ greatly from comments left by other respondents about this route.

9 EQUALITIES MONITORING INFORMATION

What is your gender?	No.	%	Citywide % ³³
Male	2255	51.5	49.8
Female	2054	47.0	50.2
Non-Binary	46	1.1	-
Other	19	0.4	-
Total	4374	100	100

Table 9.1: Gender

What is your age group?	No.	%	Citywide %
16 and under	4	0.1	17.2
17-24	110	2.5	15.0
25-34	384	8.7	16.4
35-44	771	17.6	16.0
45-54	1214	27.6	13.1
55-64	1058	24.1	9.3
65-74	665	15.1	6.4
75+	184	4.2	6.7
Total	4390	100	100.0

Table 9.2: Age

Which of the following best describes your ethnic group?		No.	%	Citywide %
Asian/ Asian British	Arab	7	0.2	0.8
	Bangladeshi	4	0.1	0.5
	Chinese	5	0.1	1.1
	Indian	17	0.4	1.1
	Pakistani	2	0.0	0.2
	Any other Asian Background	10	0.2	1.2
Black/ Black British	African	10	0.2	1.1
	Caribbean	10	0.2	0.3
	Any other black background	2	0.0	0.2
Mixed	Asian and white	33	0.8	1.2
	Black African and white	12	0.3	0.7
	Black Caribbean and white	10	0.2	0.8
	Any other mixed background	32	0.8	1.0
White/ White British	English/ Welsh/ Scottish/ Northern Irish	3555	84.9	80.5
	Irish	95	2.3	1.4
	Gypsy or Irish Traveller	0	0.0	0.1
	Any other white background	354	8.5	7.1
	Any other ethnic group	28	0.7	0.7
	Total	4186	100	100

Table 9.3: Ethnicity

³³ Census 2011

Are your day-to-day activities limited because of a health issue or disability which has lasted, or is expected to last at least 12 months?	No.	%	Citywide %
Yes, a little	469	10.7	7.5
Yes, a lot	663	15.1	8.8
No	3268	74.3	83.7
Total	4400	100	100

Table 9.4: Disability

If you answered Yes, a little or Yes, a lot, please tell us the type of your impairment?	No.	%
Physical impairment	437	44.6
Sensory impairment	57	5.8
Learning disability/ difficulty	24	2.5
Long-standing illness	227	23.2
Mental health condition	118	12.1
Developmental condition	13	1.3
Autistic spectrum	35	3.6
Other	68	6.9
Total	979	100

Table 9.5: Type of disability

Summary of stakeholder workshop / focus group feedback¹ – Active Travel Fund consultation

Scheme – Western Road

Stakeholder type	Feedback provided	How was feedback provided
Disabled people - focus group	Welcomed improvements to road surfaces.	Focus group 25 th February 2021
	Concerns around bus delays and street clutter during construction.	
	Noted speeding cars and taxis, improvements to the layout is needed to slow these down.	
	Removing the chicane could cause increases in speeding traffic.	
	Drainage gulleys around Churchill Square need to be level – problem for mobility scooters travelling over them.	
	Disabled parking bays need improving in the area. Some nearby are on hills, therefore difficult to use for some. The Clarence Square bays are good.	
	Disabled bays in Churchill Square Shopping Centre are ok but the lifts are often faulty/difficult to navigate.	
	Suggestion that perhaps loading bays could be used for disabled bays.	
	Street clutter an issue, particularly for those with visual impairments. Pedestrian crossings need improvements – a middle section to wait in can help break up the distance and give more freedom to those with visual impairments.	
	Suggestion of pavements like in Lewes High Street, the road turns into a pavement to differentiate the vehicle users and works well.	
Older people - focus group	Suggestion that when the traffic flow was stopped along Western Road years ago, this is when the traffic problems started.	Focus group 3 rd March 2021
	Questioned the need for investment in the area, as many businesses have closed due to the pandemic and more are likely to.	
	Pedestrian improvements welcome in this area.	
	Pavement widening is a good idea. Bus stops take up a lot of space currently.	
	Diagonal pedestrian crossing suggested for Montpelier Road and other places in the city e.g. Holland Road.	

¹ Feedback provided at workshops / focus groups has been included in this note. Questions / clarifications raised / answered at the meetings have not been included in this note.

Younger people - focus group	Liked the proposals and noted that they will benefit pedestrians.	Focus group 24th February 2021
	Agreed pedestrian improvements are needed. Currently pedestrians have to stop to give way to cars at side road junctions. Can be an issue when jogging. Would be good to reverse this and have pedestrian priority.	
	Has observed 'near misses' with pedestrians and cars in this area.	
	Noted pedestrian improvements are welcomed. It feels unsafe currently and takes a long time to get across the road – making it quicker and safer for pedestrians is welcomed.	
	Noted a speeding issue on the approach to the clock tower. Suggested perhaps a mini roundabout or speed humps.	
	Noted that bus stops are unclear for tourists and newcomers to the city. Bus stop signage needs improving.	
Stakeholders- Westbourne Councillor	Concern raised with removal of chicane as this calms traffic and is used by pedestrians to cross.	Stakeholder workshop 9th February 2021
Transport Action Network/Brighton & Hove Friends of the Earth	Noted that bus shelters on Western Road need improving in terms of passenger capacity.	
Transport Action Network/Brighton & Hove Friends of the Earth	Noted that cycle parking is inadequate, particularly outside Waitrose.	
Transport Action Network/Brighton & Hove Friends of the Earth	The stretch between Queens Road and West Street causes delays for buses and taxis, consider banning private vehicles here.	
Bricycles	A representative noted the conflict between buses and cyclists, and stated that cycling here could be off putting for new cyclists. Improvements requested.	
Brighton Buswatch	A representative requested improvements around the clock tower.	
Brighton Buswatch – also supported by Bricycles and Transport Action	Suggestion to close the top of Preston Street to motor vehicles to ease congestion in that area.	

Network/Brighton & Hove Friends of the Earth		
Brighton Active Travel	A representative notes high speeds in the area. This is a particular issue in the evenings when there are fewer buses. Suggested that the speed limit could be reduced to below 20mph.	
Brighton Active Travel	Noted safety concerns for cyclists near the clocktower – turning left into Queens Road is more of an issue for cyclists since the closure of the clock tower quadrant to traffic. Consideration needs to be given to reopening this and the future use of Air Street for pedestrians and cyclists.	
Bricycles	Noted illegal parking on pavements and vehicles abusing double yellow lines is an issue.	
Stakeholders– Cycling UK	Need to consider cyclist safety in the area around Churchill Square – cyclists hemmed in by buses.	Stakeholder workshop 25th February 2021
Cycling UK	Stated the need to improve traffic light phasing on North St.	
Cycling UK	Potential for Air St to be opened up to cyclists as well as pedestrians.	
Community Works (Charity network)	Need for more Advanced Stop Lines (ASLs) on North Street e.g. going westbound.	
Community Works	Could the traffic flow be reversed around the Waitrose car park to improve safety for cyclists.	
Community Works	Noted issues with illegal behaviour by motor vehicle drivers.	
Community Works	Requested a bikeshare hub to be considered at Churchill Square.	
Westbourne Councillor	Noted that level access and crossings are very important for people with disabilities / pushchairs.	
Bus stakeholders – The Big Lemon / Stagecoach	Suggestion that the use of informal crossings and a less segregated feel would be beneficial.	Comments from Quality Bus Partnership members
Brighton & Hove Buses	Clock Tower is the biggest issue in the scheme area and improvements here for buses will benefit most bus routes in the city.	

Brighton & Hove Buses / Big Lemon	Request for general traffic to be removed from Queens Road as well as closure at top of West Street. This would allow some coastal services to be rerouted this way.	
Brighton & Hove Buses	Request to extend northbound Clock Tower bus stop on Queens Road if possible.	
Brighton & Hove Buses	Support for implementation of proposal included in the Bus Network Review to make the Dyke Road junction a priority junction.	
Brighton & Hove Buses	Concern to retain all current bus stop capacity. However, number of stops could potentially be rationalised from three to four if longer bus stop cages provided.	
Brighton & Hove Buses	Request for higher quality bus shelter provision.	
Big Lemon	Opportunity to provide more pavement capacity by decluttering current street furniture, including bins.	
Big Lemon	Retention and placement of loading bays is important to consider in design.	
Big Lemon	Current traffic islands create pinch points when vehicles attempt to overtake cyclists.	
Brighton & Hove Buses	Opposed to narrower lane widths as have been introduced on other schemes.	
Brighton & Hove Buses	Could consider removing Clarence Square bus stop but need to consider additional dwell time in Churchill Square.	
Brighton & Hove Buses	Request for introduction of red routes.	
Buswatch	Bus lane restrictions need to be clear and the current layout on Western Road works well from this perspective.	

Scheme – Preston Circus to Patcham Roundabout (A23)

Stakeholder type	Feedback provided	How was feedback provided
Disabled people – focus group	Concerns about the interaction between cyclists and pedestrians at floating bus stops.	Focus group 25 th February 2021
	Concerns of cyclists having right of way when the bus is unloading passengers.	
	There are conflicts between cyclists and vehicles when traveling from Preston Road to Dyke Road Drive.	
	Hard to understand this scheme as level of detail is limited	
	Social distancing concerns about floating bus stops.	
	Concerns of quantity of people waiting at bus stops after events in Preston Park.	
	Suggestion for adapted cycle parking/storage and access to toilets and cafes at Preston Park.	
	Navigation issues for people with mobility aids/difficulties and visual impairments when coming from the park area and trying to access the southbound bus stop.	
	Concern of cyclists going too fast at the floating bus stops.	
	Enough space is needed on the bus stop 'island' for mobility scooters as well as pedestrians. Pedestrian / cyclists conflict issues cited at Lewes Road floating bus stops when bus stops get busy with passengers	
Younger people – focus group	Concerns about pedestrians remaining in the bike lane and not using the proposed footpath in Preston Park.	Focus group 24 th February 2021
	In favour of having pedestrians on the park footpath as this is more favourable to walking on the busy main road.	
	Improvements to pedestrian crossings are needed and welcomed. E.g. A23 / Lover's Walk – BHASVIC route	
	In favour of the new two-way cycle route on Stanford Avenue.	
	Concerns about access to the cycle lane on Stanford Avenue from the junction near the church at Florence Road.	
	Connectivity concerns with this cycle route and Valley Gardens – gap in the middle around Preston Circus.	
Stakeholders – Brighton Active Travel	Lighting concerns for removing the pavement adjacent to Preston Park, however concerns for ecology if lighting were introduced. .	Stakeholder workshop 9 th February 2021
Brighton Active Travel	During events the park path is busy.	
Brighton Active Travel	Noted the difficulty of balance between pedestrian and cyclist needs	

Transport Action Network/Brighton & Hove Friends of the Earth	Welcomed the two-way cycle lane for Stanford Avenue.	
Transport Action Network/Brighton & Hove Friends of the Earth	Proposals for Stanford Avenue need to go further east than Beaconsfield Villas, and consider links into the route from the east	
Transport Action Network/Brighton & Hove Friends of the Earth	Need to consider those joining the two-way track from the east.	
Transport Action Network/Brighton & Hove Friends of the Earth	Confusing/unsafe differing cycling facilities north of South Road in both directions.	
Transport Action Network/Brighton & Hove Friends of the Earth	Suggestion of a segregated facility on-road and cyclist priority across side roads.	
Transport Action Network/Brighton & Hove Friends of the Earth	Concerns of current cycle lane disappearing at many junctions – safety issue.	
Brighton Buswatch	Noted that it will be difficult to put into place everything needed (bus and cycle lanes) in the northern section due to space availability	
Brighton Buswatch	Concern with bus boarders as bus frequency and patronage is high.	
Stakeholders – Cycling UK	Strongly support junction improvements – very unsafe for cycling here currently	Stakeholder workshop 25th February 2021
Cycling UK	Insufficient cycle facilities in the Argyle Road area as well as parked cars.	
Cycling UK	Suggestion of removal of parking next to where existing lane is in the Argyle Road area.	

Brighton Active Travel	Issue with parked cars obstructing pedestrians on the west-side pavement beneath the viaduct on A23, forcing pedestrians into the current cycle lane.	
Cycling UK	Issues with parking at the northern section of the route.	
Cycling UK	The north of the route is often affected by debris on the track as well as pavement parking.	
Community Works	Cycle crossings are needed north of Dyke Road Drive.	
Community Works	Carden Avenue junction is critical and needs signalling. Links to key destinations e.g. schools	
Member of Community Works	Concerns regarding southbound cyclists access to the A23 cycle lane from NCN route on Mill Lane. Doesn't make sense to get cyclists to cross to eastern side of A23 at Patcham roundabout, should be further south.	
Community Works	Stated schools in the area need to be contacted.	
Living Streets	Requested more and improved pedestrian crossings, particularly alongside Preston Park and linking to Preston Park station, this would reduce traffic speeds along the road and make it safer for pedestrians.	
Living Streets / Brighton Active Travel	Agreed floating bus stops will work well if designed properly. Concerns over the need for them to be safe for pedestrians.	
Cycling UK	Southbound cycle facilities are poor-quality and confusing, with different types of facility in place along the route.	
Cycling UK	Suggestion for areas along Old London Road to be a low traffic neighbourhood.	
Brighton Active Travel	Beside Preston Park, sealed surfaces are needed across the verge for pedestrians using bus stops and road crossings.	
Goldsmid Councillor	Concern over cycling focussed proposals, would like for pedestrians to be considered more.	
Goldsmid Councillor	Consideration of vehicles / vehicle management is needed on the A23 as it is one of the main entryways into the city particularly for tourists.	
Community Works	Proposals should be designed for the impact of residents all year round, not just for peak tourist season.	
Community Works	Suggestion to liaise with Highways England for smarter advanced signing on the A27 southbound.	

Westbourne Councillor	Improve access to downland and Waterhall areas.	
Westbourne Councillor	Better signage is needed for cyclists and pedestrians.	
Cycling UK	Issues with Mill Road being National Speed Limit while also being NCN20 and two public footpaths across.	
Goldsmid Councillor	Stated there is room for a cycle lane on Mill Road but it is also used for Park and Ride for the stadium.	
Community Works	Improvements needed to Mill Road area, which would mean area users (e.g. sports pitches) could cycle here instead of having to drive	
Cycling UK	Noted the A23 is a risky road for cycling.	
Cycling UK	Questioned why there are sections with red paint for awareness of cyclists.	
Cycling UK	Stated Old London Road junction is difficult especially when turning right into here from A23.	
Cycling UK	Suggested to review and reduce the speed limit on the A23 from 40mph.	
Fusion and Urbanebikes	Could the cycle lane at Preston Circus going northbound enable cyclists to avoid traffic lights when turning left, in order to access the wider NCN route via Campbell Road etc?	
Community Works	Suggested the use of wands for the section of cycle lane on New England Place in the centre of the carriageway (similar to Mare Street in Hackney)	Consultation meeting 4th March 2021
Bus stakeholders – Brighton & Hove Buses	Happy there is no loss of bus lane.	
Brighton & Hove Buses	Congestion concerns, routes are taking 7 minutes longer in the southbound direction between 2009 and early 2020 (pre-covid).	
Brighton & Hove Buses	New bus lane in the north of the scheme is in line with bus network review (BNR) recommendations	
Brighton & Hove Buses	Support new southbound bus lane from A27 to Carden Avenue.	
Brighton & Hove Buses	Do not agree with BNR recommendations for Carden Avenue area.	
Brighton & Hove Buses	Suggested the need for room for buses through junctions.	

Brighton & Hove Buses	The need to consider other sections for bus priority / bus lanes e.g. Beaconsfield Villas?	
Brighton Buswatch	Concerns that bus boarders will not necessarily work here due to high volumes of bus users / pedestrians.	
Brighton Buswatch	Floating bus stops will be preferred.	
Brighton & Hove Buses	Suggested putting bi-directional cycle lane on old footway on western side of Preston Park and then there is room for a bus lane	
Brighton & Hove Buses	Concerns over space for other modes of transport other than cycle if proposals are built to national cycle design standards (LTN1/20)	
Brighton & Hove Buses	Suggested starting bus lane from The Deneway southbound bus stop.	

Scheme – Old Shoreham Road (A270)

Stakeholder type	Feedback provided	How was feedback provided
Disabled people – focus group	Visibility issues when turning left off OSR into side roads if using a high sided vehicle.	Focus group 25 th February 2021
	The cycle lane is generally under used.	
	Concerns with the cycle lane, particularly between Locks Hill and the A293 junction there are major left turn movements which make it unsafe for cycling	
	A participant that cycles regularly stated the need for the cycle lane, and that it felt safer cycling on OSR – before the cycle lane went in the participant had cycled along the OSR once and said never again, until the cycle lane went in. More Advanced Stop Lines (ASLs) at junctions requested, including Boundary Road.	
	Stated concerns around congestion and rat-running. Rat runs may be created on Hallyburton Road by westbound motorists, and Vale Road if traffic becomes backed up to Boundary and Olive.	
	Noted the traffic backs up when drivers are waiting to turn into the refuse centre.	
	Concern around Stapley Road proposals and access to the residential area	
Older people – focus group	Concerns around increased traffic, particularly turning left into the tip and turning right into Holmes Avenue.	Focus group 3 rd March 2021
	Cycle lanes on Old Shoreham Road have impacted journeys – the cycle lanes are very wide in parts and queues of cars moving very slowly, causing more air pollution.	
	Need more support for walking.	
	Hangleton Road / Old Shoreham Road junction – when traffic hits the cycle lane it needs to merge into one lane, this causes a lot of noise and pollution which I see regularly.	
	Several participants noted that they have heard of the cycle lane wands being pulled out in frustration by residents (not themselves)	
	As a driver, there is very little warning of the cycle lane approaching, the lane ends and there is very little warning to merge (Hangleton Road junction)	
	Old Shoreham Road is a 30mph road and a direct route into the city.	
	Some participants were happy with the layout of the road as it was before the cycle lanes were installed, and didn't feel that any changes were necessary. Why not focus on the seafront as the key east-west route	
	Some stated that many people need to drive to work, therefore cycle lanes are not needed.	
	Participants felt that cyclists already get around ok without this proposed extension / before this new cycle lane, so should continue on the routes they currently use	

	One participant commented that cars can't weave in and out, cyclists can and should be sent to other routes. Cars over-ride other modes of travel and need to be the focus, they are often coming from outside the city too.	
	Participant comment that the council should be promoting car sharing more, people would be willing to car share more than they would be willing to cycle. Roads are the main priority and need to be the way forward here	
	Some participants raised questions around what pedestrian improvements were planned with this scheme, pedestrian improvements are important and needed. Pavement surfaces were a particular concern.	
	Participants felt that the pedestrian improvements at Newtown Road will slow down traffic and make things worse	
	Participants felt that emergency services were being delayed by the cycle lane.	
	Disabled parking was requested to be maintained and not removed as part of the scheme.	
Younger people – focus group	This is a key route to BHASVIC college and will benefit students travelling there.	Focus group 24th February 2021
	Proposals for Nevill Rd welcomed in terms of links to schools and other places. Requested another cycle lane to benefit students at Blatchington Mill School.	
	Also stated that many Blatchington Mill students would like to cycle to school, but want more safe cycle routes to encourage them to do so.	
	South of Old Shoreham Road – Fonthill Road is well used but is not ideal for cycling due to its hilliness.	
Stakeholders – North Portslade Ward Councillor	Understand the point that we are wanting suggestions on how to improve the cycle lanes but if the majority of residents want the temporary lanes to be removed then surely they should be removed	Stakeholder workshop 11th February 2021
Goldsmid Ward Councillor & Hove Park Ward Councillor	Stated the need for improvements at the Sackville Road junction.	
Goldsmid Ward Councillor	Questioned the need for a cycle route on Neville Rd.	
Transport Action Network/Brighton & Hove Friends of the Earth	Stated the need for a cycle route on Neville Rd as it's currently unsafe for cycling.	
Bricycles	Stated that school pupils want to cycle on Nevill Road and surrounding area but it's currently too unsafe.	

South Portslade Ward Councillor	Questioned why a whole lane was being made into a cycle lane, when it was implemented 40 years ago to accommodate cars.	
Bricycles	Stated the need for improvements to roads along the route, particularly near Hove Cemetery. It feels less safe for cycling where there are no roads.	
South Portslade Ward Councillor	Disagrees with the right turn bans into / out of Stapley Road. If vehicles can't turn right into Stapley Road here, they will travel to the next junction at BizSpace and turn right there to be able to then turn left into Stapley Road	
South Portslade Ward Councillor	Stated that the traffic has become worse around Hangleton Link Road, and Trafalgar Rd (Shoreham port route). The volume of traffic queuing back up the Hangleton Link Road is large and often reaches the Sainsbury's junction and beyond.	
Transport Action Network/Brighton & Hove Friends of the Earth	Stated that 2 out of 3 adults feel unsafe cycling on-road generally, therefore creating safe streets for all should be a priority for the council.	
BADGE	Requested that mobility scooter users are considered when making pedestrian improvements, particularly at the Goldstone Estate and Hove Park crossings.	
BADGE	Raised concerns about the pedestrian island at Hove Park.	
BADGE	Raised concerns around changes to Stapley Rd – concerns around residents being cut off and lack of access to the area.	
South Portslade Ward Councillor / Goldsmid Ward Councillor	Stated that taking a whole lane out for a cycle lane, when only a small minority use it was not a good idea. The likelihood is that Portslade will become more congested as a result and the temporary cycle lanes will likely need to be removed.	
Bricycles	Making roads safe for cycling is essential in reducing traffic, as opposed to merely deciding where it goes. The only way to make high-volume roads safe for cycling is protected space	
Stakeholders- Goldsmid Ward Councillor	Voiced concerns around the Stapley Road proposals	Stakeholder workshop 25th February 2021
Goldsmid Ward Councillor	Concern about the developments on Sackville Road and how they would impact on these proposals including Nevill Road.	

Cycling UK	Many cyclists prefer the NCN2 cycle route, rather than the new temporary cycle lanes as it is quieter. They also stated that West Sussex County Council have now removed the cycle lanes that link up with Old Shoreham Rd.	
Brighton Active Travel	A representative stated that Olive Road needed to be improved in order to encourage less experienced cyclists to use it.	
Cycling UK	Noted that the 20mph speed limit on Olive Road needs enforcement.	
Cycling UK	Many junctions along the route need improving for safety.	
Bus stakeholders - Brighton & Hove Buses	Issue with the bus stop on English Road needs addressing urgently as buses can't use it.	Consultation meeting 4th March 2021
Brighton & Hove Buses	Need to understand more about the impact on buses at the Trafalgar Road and Locks Hill junctions.	
Brighton & Hove Buses	Stated delays to buses caused by temporary cycle lanes at Sackville Rd and near the refuse centre.	
Brighton & Hove Buses	Stated issues for movement between the Hangleton Link Road and Carlton Terrace, and issues with filtering on the Hangleton Link Road	
Brighton & Hove Buses	Have put on hold their plans for an express bus route from Mile Oak to the city centre due to the OSR temporary cycle lanes.	
Brighton & Hove Buses	Buses sometimes lose time due to the new layout around Sackville Road – harder to turn right southbound from Old Shoreham Road	
Brighton Buswatch	Noted there were no new bus priority improvements in these proposals.	
Brighton & Hove Buses	The cycle lane extension area is much more significant for buses too and would impact buses more.	
Brighton & Hove Buses	Would like consideration to buses being allowed to use the cycle lanes to accommodate the 500+ people an hour using buses along this route.	
Brighton & Hove Buses	Stapley Road – concerns that displaced traffic will impact on other junctions e.g. Hangleton Road	
Brighton & Hove Buses	Concerns around increased bus journey times on Foredown Drive.	
Brighton & Hove Buses	Olive Road would benefit from improvements	

Brighton Buswatch	Propose taking out the cycle lane in one direction	
Brighton & Hove Buses	Issues at the junction with the tip – delays to services	
Neighbouring Authorities – Adur & Worthing Councils, West Sussex County Council	Route ties in with Adur & Worthing Local Cycling & Walking Infrastructure Plan (LCWIP). West Sussex County Council will be consulting on permanent proposals for Upper Shoreham Road, though route will likely only go as far east as the Holmbush roundabout.	Meeting 4 March 2021

Scheme – Seafront (A259)

Stakeholder type	Feedback provided	How was feedback provided
Disabled people – focus group	Some Blue Badge holders need big parking spaces in order to get wheelchairs in and out of the vehicles safely.	Focus group 25th February 2021
	More on street disabled parking in the vicinity of the seafront/Kings Esplanade was requested.	
	Crossing the cycle lanes on a mobility scooter can be problematic.	
	Participant that cycles prefers segregated cycle lanes away from vehicle traffic. Advanced Stop Lines (ASLs) at junctions are helpful.	
	Dropped kerbs for mobility scooters and partially sighted people are important.	
	Tactile paving is good for the visually impaired. If the crossing is not one that ‘beeps’ at pedestrians, then it needs a ‘spinning cone’ underneath the crossing button.	
	Questioned why we don’t keep the cycle route on King’s Esplanade	
	As a cyclist, liked the idea of a new extended cycle lane along Kingsway instead of keeping it on King’s Esplanade. Conflict with pedestrians and inexperienced bike riders is an issue on the King’s Esplanade route.	
	Issues with inexperienced cyclists, particularly on BTN Bikeshare bikes – education and training needed	
	Improved cycle parking facilities were requested.	
Older people – focus group	The new cycle lanes aren’t necessary.	Focus group 3rd March 2021
	Confusion at junctions and crossings.	
	Confusing layout with the pavement and cycle lane together. People want to walk on the seafront, put the cycle lane on the pavement by the lawns.	
	Questioned why so much road space taken just for cyclists	
	Fears of cyclists that cycle too fast – cycle / pedestrian conflict.	
	Conflict with pedestrians and cyclists if pedestrians have to cross the cycle lanes.	
	Not everyone can walk or cycle	
	Good road systems have been built up over many years and this needs to continue	
	There needs to be room for all road users. We’ve had 9 years of pollution from cycle lanes in the city	
Younger people – focus group	Participants that cycled felt safe on the new cycle lanes as they are away from traffic and easy to cycle on.	Focus group 24th February 2021
	Liked the new proposals for a more direct route along Kingsway. Participants commented on conflict with pedestrians on the route on Kings Esplanade.	

	Like the cycle lane and extending it is a good idea so that it goes to more places. Where there were roadworks happening a while ago, it was frustrating to have to leave the cycle lane and come back on, showed how important the protected cycle lane is.	
Stakeholders– Local Cycling Group	More dropped kerbs requested along route.	Stakeholder workshop 11th February 2021
North Portslade Ward Councillor	Questioned the need for more cycle lanes when there's an existing one on Kings Esplanade.	
Hove Park Ward Councillor	Stated that the cycle lanes weren't used much, and raised concerns about pedestrians (particularly on the promenade) being in conflict with cyclists.	
Goldsmid Ward Councillor	Requested more provision for pedestrian safety improvements.	
Transport Action Network/Brighton & Hove Friends of the Earth	Junction improvements at the Wharf Rd junction were requested – improvements need to tie in for those approaching the lane from the west.	
Bricycles	Questioned why a 2-way cycle lane was not being considered. They noted there could be confusion leading to cyclists cycling the wrong way.	
Westbourne Ward Councillor	Raised concern regarding the suspension or relocation of the Langdale Gardens bus stop	
Westbourne Ward Councillor	Asked for clarity around the current cycle route westbound (National Cycle Route – NCN2) – when exiting the Shoreham Port area heading west, this section is unsafe and unclear. Similarly, at Wharf Road the route needs improving.	
South Portslade Ward Councillor	Questioned why the route is not going as far as was stated in the bid? Wellington Street is not wide enough for cycling	
Stakeholders– Living Streets, with agreement from Goldsmid Ward Councillor, Westbourne Ward Councillor	Requested more improvements for pedestrians, along with guard rail removal.	Stakeholder workshop 25th February 2021

and Brighton Active Travel		
Westbourne Ward Councillor	Moving cyclists away from King's Esplanade is a good idea as there are problems with cyclist / pedestrian congestion there.	
Community Works, Cycling UK, Brighton Active Travel	Some concerns around cyclist/driver conflict at junctions near Kings Esplanade. Changes to the one-way system suggested there.	
Cycling UK	Noted parts of the seafront where there are businesses e.g. Rockwater – these need to be considered.	
Cycling UK	Stated the need to give greater priority for cyclists at the side roads e.g. off King's Esplanade and drivers need to give way when approaching King's Esplanade to avoid conflict point with cyclists.	
Cycling UK	Noted the floating parking and this being a conflict point for cyclists and pedestrians – suggest widening the middle buffer as much as possible.	
Community Works	Requested that when standard resurfacing is being carried out, improvements are also considered rather than just replacing what's there.	
Bus stakeholders – Brighton & Hove Buses	The distance between bus stops needs to be considered before any removal or relocation of bus stops. Also the bus stop in the other direction should be considered.	Consultation meeting 4th March 2021
Brighton & Hove Buses	Stated concerns around traffic displacement which could hold up bus journey times.	
Brighton Buswatch	If removing / relocating the Langdale Gardens bus stop in one direction, need to also consider the bus stop in the other direction	
Stagecoach South	Don't see any issues with the suggested bus stop removal, however suggested that residents near the bus stops that will be removed should be consulted (note - these residents have been consulted)	
Neighbouring authorities – Adur & Worthing Councils, West Sussex County Council	Route ties in with Adur & Worthing Local Cycling & Walking Infrastructure Plan (LCWIP) as well as permanent proposals to introduce a two-way cycle lane from Shoreham to the border with BHCC along the A259.	Meeting 4 March 2021

General Comments (not scheme specific)

A Brighton Active Travel member stated that when roads are made safer and more attractive for cycling, more people would choose not to drive, freeing roads for emergency vehicles and business vehicles. Fewer cyclists would be tempted to ride on pavements.

Bricycles members stated that making roads safe for cycling is essential in reducing traffic. The only way to make high-volume roads safe for cycling is protected space.

Brighton Bus and Coach Company member stated that where traffic lanes are narrowed, vehicles stray out of the lanes slightly with wingmirrors etc – this can be difficult for buses using the bus lanes.

Brighton Bus and Coach Company stated that there have been no new bus lanes in the city for 9 years.

BADGE stated the need to consider people with learning difficulties, they find it hard to distinguish between zebras and crossings on cycle lanes. Also need calming measures for cyclists, to ensure we minimise interaction and dangers to pedestrians

Disabled focus group participant – stated the need for cyclist education, something to bear in mind here is that in the last year, there has been a surge in new or less experienced cyclists.

Older people focus group participant – stated the need for cyclists to undergo tests in the same way as vehicle drivers. Stated that cycles can be used by children with no test and this doesn't make sense and we need to plan better for the future.

Older people focus group participant - cyclists need to have a license to be on the road.

Active Travel Fund – Monitoring overview

As part of the Active Travel Fund – Tranche 2 funding award, certain monitoring criteria are required by the Department for Transport (*DfT*). The monitoring requirements aim to ensure that evidence of a Modal Shift within the scheme areas, can be produced after implementation of schemes.

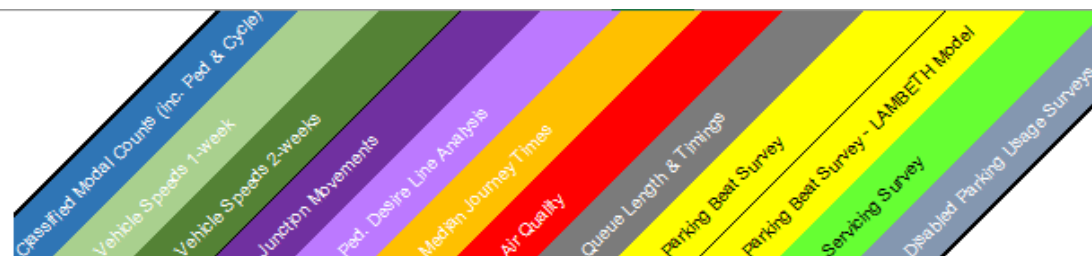
The guidance outlines five distinct data gathering periods throughout the scheme's lifecycle, these include a 'pre-scheme' monitoring period which aim to give a baseline of usage within the scheme areas prior to any alterations taking place. It should be noted that due to COVID-19 restrictions being in place during the pre-scheme monitoring phase in Brighton & Hove that the data will reflect this.

Further monitoring phases will be undertaken as per DfT guidelines, the next monitoring stage will be during construction, followed by a phase at completion of each scheme. Following completion of the schemes there will be a further two monitoring periods undertaken, at 6-months post-completion, and again at 12-months. These further monitoring periods will use the same monitoring metrics throughout to give an indication of how the schemes have affected the route and to evidence modal shift.

Monitoring metrics include: Classified Modal Counts, which indicate highway usage broken down into vehicle types, including cycles and pedestrians; Vehicle Speed data; Junction Movement data, indicating traffic flows through junctions; Pedestrian Desire Line Analysis, which indicates movements of pedestrians throughout the monitoring period; Median Journey Times throughout the corridor between certain points; Air Quality analysis; Queue Lengths & Timings on the approach to junctions; and Parking Surveys to understand how various types of parking is used throughout the monitoring period. The data is gathered via a combination of ATC sensors, ANPR cameras, and video recordings which were then analysed by suppliers.

The table below gives an indication of the monitoring metrics that have been undertaken or are planned on each of the schemes as part of the pre-scheme monitoring period. This information will be used to determine which metrics to monitor in future phases though it should be noted that some of the monitoring undertaken at the 'pre-scheme' phase will be used to inform design and won't be necessary to gather again in future monitoring phases.

Active Travel Fund - Tranche 2 Monitoring Requirements (Int. Data)



Project: Western Road	Western Road											
Site: West of Hampton Place	x		x									
Clock Tower and Dyke Road				x								
Churchill Square					x							
Montpelier Road				x								
Side streets	x											
All loading bays									x			
West of Dean Street	x		x									
Project: A23	A23											
Site: Junction of A27 Roundabout / London Road (A23) - Southbound	x	x				x						
Junction of London Road (A23) / Carden Avenue (Roundabout)	x			x	x	x		x				
Junction of London Road (A23) / The Deneway (inc. Ped crossing)	x			x	x							
Junction of London Road (A23) / Tongdean Lane	x			x	x	x		x				
Junction of London Road (A23) / Preston Drove	x			x	x	x		x				
Junction of London Road (A23) / South Road	x			x	x	x		x				
Junction of London Road (A23) / Stanford Avenue	x				x	x						
Junction of Stanford Avenue / Beaconsfield Villas	x			x	x							
London Road (A23) O/S 'The Excelsior'		x										
Project: OSR	Old Shoreham Road											
Site: Junction Hangleton Road/OSR/Carlton Terrace	x						x					
Junction OSR/A293							x					
Junction Trafalgar Rd/OSR	x						x					
Junction Nevill Rd/OSR/Sackville Rd	x						x					
Junction Stapley Road/OSR				x			x					
Junction Olive Road/OSR				x			x					
Project: A259	A259											
Site: Junction West st/A259											x	
Junction Preston St/A259											x	
Junction Oriental Place/A259	x										x	
Junction Grand Ave/A259											x	
Junction Sussex Road/A259	x										x	
Shop Frontage between St Aubyn's South/Medina Terrace							x			x	x	
Junction Hove Street/A259											x	
Junction Sackville Gardens/A259	x										x	
Junction Wharf Rd/A259											x	
Project: Madeira Drive	Madeira Drive											
Site: Maderia Drive East of Pier	x	x							x		x	

Monitoring report

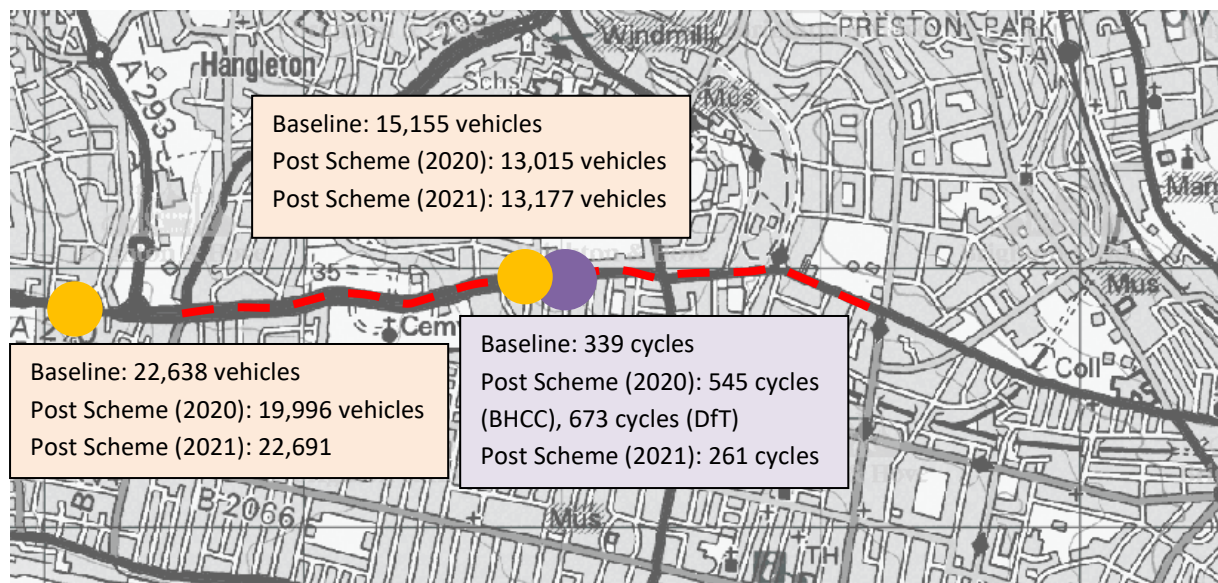
Old Shoreham Road temporary cycle lanes

From 11 May 2020 new temporary cycle lanes on the A270 Old Shoreham Road were introduced. These free up space for cyclists in response to government guidance on physical distancing and changes to how people are currently travelling around the city.

The cycle lane runs from the junction with Hangleton Road in West Hove, to The Drive where it joins the existing network. It is approximately 1.7 miles in length.

Monitoring

Since the introduction of the cycle lanes, new monitoring of the route and how it's being used has been commissioned. This sits alongside our existing baseline data on this route and also from surrounding sites. A new permanent automatic traffic and cycle counter was installed and operational from September 2020. In addition to this, standalone 7-day surveys of both traffic and cycles along the road were conducted prior to this, to capture early use of the lane. Queue lengths have also been monitored. New data from 2021 allows us to see changes in traffic and cycle levels as lockdown measures ease.



Traffic

During the early months of the pandemic, traffic levels along this route fell as people travelled around the city less. In more recent months traffic levels are beginning to return to normal (there is the possibility of a rise in traffic whilst use of public transport remains limited). There is no evidence of a change in average speed along this route since the introduction of the cycle lanes.

Site	Traffic Volume ¹				
	Baseline	Post Implementation Data			
		(2020)	Change from baseline	(2021)	Change from baseline
Lullington Avenue	15,155 ²	13,015 ³	-14.1%	13177	-13.0%
Benfield Way ⁴	22,638 ⁵	19,996	-11.7%	22,691	+0.2%

Cycles

The introduction of the cycle lanes has shown increased cycling volume along this route by up to 61% between 2016 data collected by the DfT and a 7 day count of cycles following the implementation of the lanes in July 2020. The DfT also returned to this site in 2020 to conduct a manual count and also recorded a 98.5% increase of cycles from their 2016 figure. Since September 2020 our new permanent count site covering the new cycle lanes has been operational allowing us to monitor ongoing usage on the cycle lanes. The latest figures for a week in June show a daily average of 261 but it should be noted the week in

¹ 12 hour 7 day average
² 7 day temporary ATC December 2017
³ 7 day temporary ATC's July 2020
⁴ Permanent BHCC Count Site
⁵ 7 day average for comparable weeks in July 2019, July 2020 and June 2021

question covered multiple days of heavy rain. Cycling usage can be sensitive to fluctuations in weather and this needs to be considered in reviewing the below data.

Sites on A270 (Old Shoreham Road)	Cycle Volume						
	Baseline	Post Scheme Implementation					
		2020 (DfT)	Change from baseline	2020 (BHCC Temp)	Change from baseline	2021 (BHCC Permanent)	Change from baseline
Lullington Avenue	339 ⁶	673 ⁷	+99%	545 ⁷	61%	261	-23%

Note on weather for the Lullington Avenue surveys:

- The baseline data in July 2016 was recorded during a month of extremely low rainfall (5mm compared to an average for July (1981-2021) of 48.9mm)
- For the July 2020 counts (DfT) the rainfall was below average (13.8mm compared to an average for July (1981-2021) of 48.9mm)
- For the June 2021 counts (BHCC) the rainfall was very high compared to the average (101.9mm compared to an average for June (1981-2021) of 47.2mm)

An additional cycling count was undertaken over one day in April 2021 between Olive Road and Stapley Road, a total of 392 cyclists were recorded using the lanes over a 13 hour period.

BTN Bikeshare

There was increased activity levels at BTN Bikeshare hubs located near to the new cycle lanes (rents and returns) in 2020 on the same months in 2019. Change in activity at these hubs far exceeds the overall citywide figures of change in bikeshare usage, demonstrating that these hubs are seeing an above average increase in use. However in 2021 Bikeshare use in the comparable month used (May) Bikeshare trips were well below levels in 2020 and 2019. This is true of citywide figures and reflected in the sites near to Old Shoreham Road⁸

⁶ DfT Count point 46301, Manual Count in June 2016 and July 2020

⁷ BHCC cycle survey July 2020

⁸ These findings are indicative only as we cannot confirm if the trips originating and ending from these hubs used the new cycle lanes.

Change in Bikeshare hub activity between 2019 and 2021¹

City wide change in activity

May 2020 +1.8% on May 2019

May 2021 -34% on May 2019

68 Portslade Station

May 2020 activity +10.9% on 2019

May 2021 activity -27.7% on 2019

67 Portland Road / Glebe Villas

May 2020 activity +69.4% on 2019

May 2021 activity -40.6% on 2019

69 New Church Road / Boundary Road

May 2020 activity +60.0% on 2019

May 2021 activity -45.4% on 2019

49 Hove Park

May 2020 activity +51.6% on 2019

May 2021 activity -40% on 2019

¹Where comparable data is available

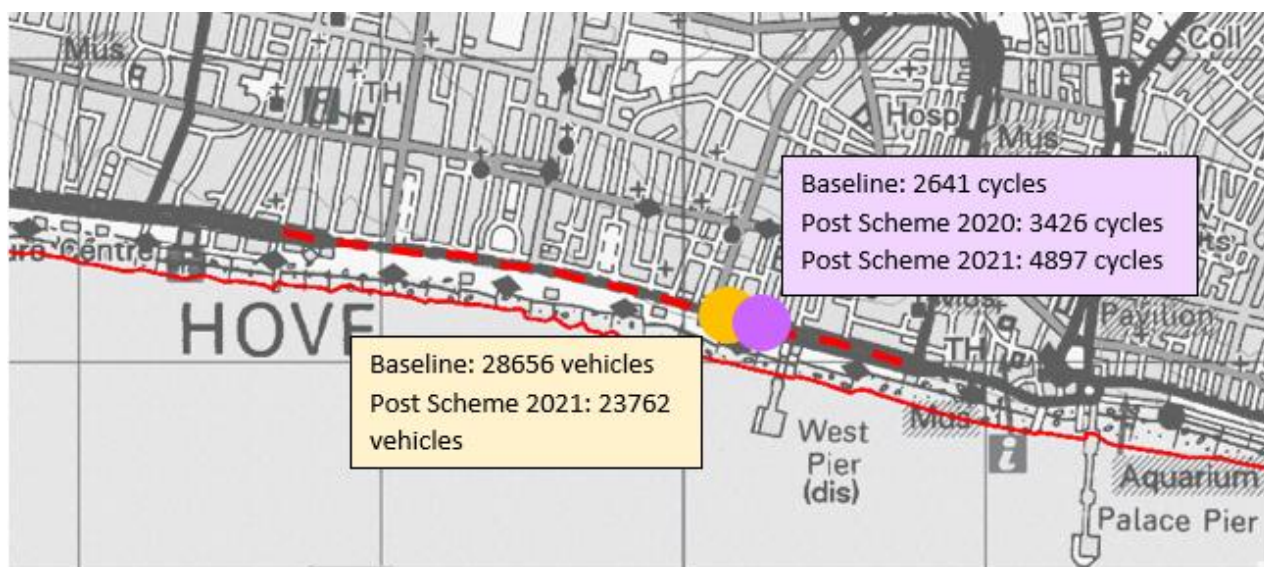
A259 Temporary Cycle lane

From August 2020 a temporary westbound cycle lane was introduced alongside the existing cycle lane on the seafront promenade, this frees up space for cyclists and pedestrians in response to government guidance on physical distancing and changes to how people are currently travelling around the city.

The cycle lane was originally introduced from the Palace Pier roundabout to Fourth Avenue, but soon after it was introduced in response to congestion levels, particularly affecting buses at this key location, and feedback received the section between the Palace Pier roundabout and West Street was removed.

Monitoring

Since the introduction of the cycle lane, new monitoring of the route and how it's being used has been commissioned. This sits alongside our existing baseline data on this route and also from surrounding sites. Our existing permanent automatic cycle counter was reconfigured to also capture cyclists in the new lane and was operational from September 2020 allowing us to see how cycle traffic had changed following the lane introduction. The traffic and cycle counter site at this location was damaged in early 2021 and while awaiting repair, a further piece of monitoring work was commissioned. New data from 2021 allows us to see changes in traffic and cycle levels as lockdown measures ease, it is anticipated the permanent site will be repaired this month.



Traffic

BHCC have one permanent traffic count site along the route of the existing temporary cycle lane. During 2020 this site was damaged and is currently awaiting repair. To gain comparable data an independent 7 day video count was commissioned for June 2021. Traffic levels have dropped from pre covid levels along this stretch of the A259.

Site	Traffic Volume ⁹		
	Baseline	Post Implementation (2021)	Change
Between Oriental Place and Cavendish Place ¹⁰	28656	23762	-17%

In addition to the permanent site located along the route BHCC also have other permanent count sites to the east and west of the above location on the A259 which can be monitored to see potential impact of the cycle lane. It can be seen that immediately after the lane was introduced, the site to the east recorded a fall in the average speed, this was an area suffering from congestion prior to the removal of the section of cycle lane between the Palace Pier and West Street.

Site	Traffic Volume ⁹					Traffic speed ⁹				
	Baseline	Post Implementation				Baseline	Post Implementation			
		(2020) ¹¹	Change	(2021)	Change from baseline		(2020) ¹¹	Change From baseline	(2021)	Change from baseline
Wellington Road ¹²	18125	17221	-5%	16764	-7.5%	27mph	27mph	0mph	26mph	-1mph

⁹ 16 hour 7 day average

¹⁰ Comparable Data June (10-16) 2019 and June 10-16) 2021

¹¹ Taken just after the nearby temporary cycle was implemented

¹² Comparable data August (19-25) 2019, August (24-30) 2020 and May (10-16) 2021

Marine Parade¹²	21922	19483	-11%	22860	-4%	22mph	20mph	-2mph	22mph	0mph
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Cycles

The introduction of the cycle lanes has showed an immediate increase in cycling in September 2020, and this increase has continued into 2021. The existing permanent count site was reconfigured in August 2020 to include counts from the temporary lane as well as the lane on the promenade. In 2021 this permanent count site was damaged and is awaiting repair. BHCC commissioned an additional count of cycles and traffic in the location during June 2021 to continue monitoring the lane until the permanent repairs had been made. This count showed an 85% increase of cycles compared to 2019 data. It should be noted the latest data includes not only the dedicated cycle lanes but also any cyclists using the traffic lanes or the pavement sections.

Sites on A259 (Kings Road)	Cycle Volume				
	Baseline ¹³	Post Scheme Implementation			
		2020 ¹³	Change from baseline	2021 ¹⁴	Change from baseline
Between Oriental Place and Cavendish Place	2641	3426	29.7%	4897	85%

Note on weather for the A259 cycle surveys:

- The baseline data in June 2019 was recorded during a month of above average rainfall (97.4mm compared to an average for June (1981-2021) of 47.2 mm)

¹³ Comparable Data from BHCC permanent cycle count site June (17-23) 2019 and September (14-20) 2020

¹⁴ Data from a BHCC commissioned count site (June 10-16) 2021

- For the September 2020 counts the rainfall was slightly below average (45.1mm compared to an average for September (1981-2021) of 64.1)
- For the June 2021 counts (BHCC) the rainfall was more than double the average (101.9mm compared to an average for June (1981-2021) of 47.2mm)

BTN Bikeshare

There was increased activity levels at BTN Bikeshare hubs located near to the new cycle lanes (rents and returns) in 2020 on the same months in 2019. Change in activity at these hubs far exceeded the overall citywide figures of change in bikeshare usage, demonstrating that these hubs were seeing an above average increase in use. However in 2021, Bikeshare use in the comparable month used (May) Bikeshare trips were well below levels in 2020 and 2019. This is true of citywide figures and reflected in the sites along the A259¹⁵



¹⁵ These findings are indicative only as we cannot confirm if the trips originating and ending from these hubs used the new cycle lanes.

Extension of temporary cycle lane to the west

BHCC permanent cycle counters in areas surrounding the current temporary cycle lane will be useful to monitor changes if the temporary cycle lane is extended to the west as proposed. In anticipation of an extension to the west a small number of other counts have been commissioned which can be used as a future baseline if needed.

Sites on A259	Traffic Volume	Cycle Volume
Between Seafield Road and Sussex Road ¹⁶	20067	833
Between Sackville Gardens and Westbourne Villas ¹⁷	19196	3232

The site between Seafield Road and Sussex Road is located on a stretch without any dedicated cycling infrastructure, the 7 day average figure for cyclists indicates over 4000 fewer cyclists here than the number of cyclists recorded during the same period on the temporary cycle lane to the east. The stretch between Sackville Gardens and Westbourne Villas does include an on-pavement cycle lane, and cycle use is higher on this section than the Seafield Road / Sussex Road count, however levels of use are still below the data seen for the existing temporary cycle lane.

Alongside the count of the A259 traffic and cycle flow at site between Sackville Gardens and Westbourne Villas, the junction at Sackville Gardens was also monitored as a baseline.

¹⁶ BHCC Commissioned count June (13-19) 2021

¹⁷ BHCC Commissioned count June (10-16) 2021

Junction site	Entries to Sackville Gardens						Exits from Sackville Gardens					
Sackville Gardens	From Kingsway Eastbound		From Kingsway Westbound		Total		Onto Kingsway Eastbound		Onto Kingsway Westbound		Total	
	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle	Traffic	Cycle
	293	28	245	64	538	92	496	90	181	31	677	121



LEGEND

- CARRIAGEWAY - ASPHALT
- CARRIAGEWAY - BLOCK PAVED
- LOADING BAY
- RAMP
- FOOTWAY - BLOCK PAVED
- FOOTWAY - BOULEVARD ISLAND
- PLANTER
- TACTILE HAZARD PAVING
- TACTILE BLISTERED PAVING
- EXISTING FOOTWAY PAVING
- EXISTING CARRIAGEWAY
- EXISTING TACTILE BLISTERED PAVING
- EXISTING CORDUROY PAVING
- BUS SHELTER
- PROPOSED BT HUB
- PROPOSED LITTER BINS
- PROPOSED CYCLE STANDS
- PROPOSED BENCH
- SPACE FOR POSSIBLE CYCLE HIRE OR CYCLE PARKING
- PROPOSED COUNCIL COMMUNAL BINS
- EXISTING CCTV
- RELOCATED CCTV
- EXISTING TREES TO BE RETAINED (TBC)
- PROPOSED TREE GRILL AND GUARD
- RED LINE BOUNDARY (Area = 14,412m²)

F	07.07.21	UPDATED FOLLOWING CLIENT FEEDBACK	RF	DP	RH
E	30.06.21	UPDATED FOLLOWING RSA COMMENTS	IC	DP	RH
D	09.06.2021	UPDATED FOLLOWING CLIENT FEEDBACK	RF	DP	RH
C	21.05.2021	UPDATED FOLLOWING CLIENT FEED BACK	LG	DP	RH
B	07.05.2021	FOR STAGE 3 APPROVAL	LG	DP	RH
A	12.04.2021	ORIGINAL ISSUE	RF	RH	GW
Rev	Date	Description	Drn	Chk	App

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Project

WESTERN ROAD

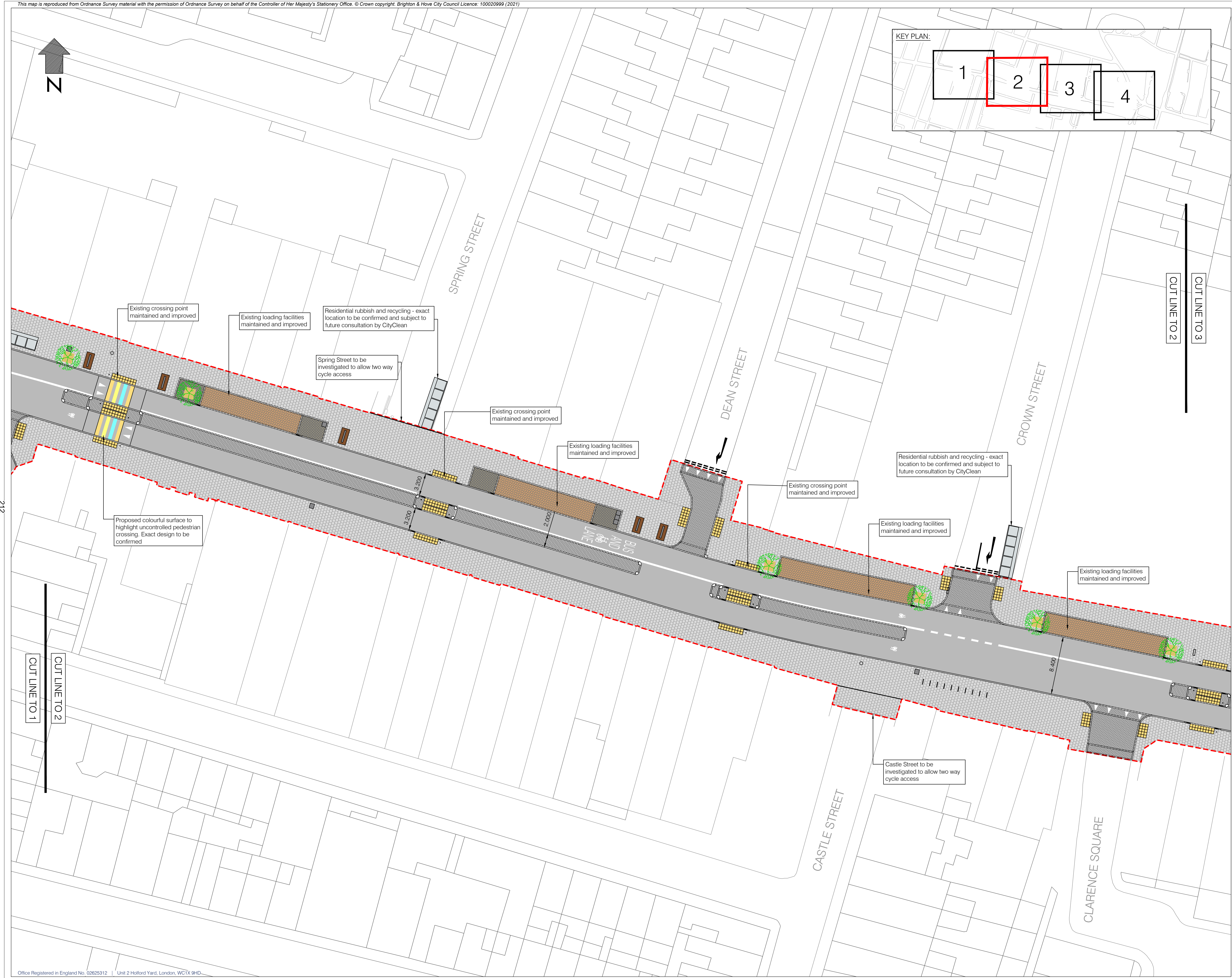
Drawing Title

GENERAL ARRANGEMENT
SHEET 1 OF 4

Drawing Status

STAGE 3

Drawn	IC	Designed	DP	Date	07.07.21	Scale	1:250	Size	A1
Drawing No.	1000007120-010-01							Rev	F



LEGEND

- CARRIAGEWAY - ASPHALT
- CARRIAGEWAY - BLOCK PAVED
- LOADING BAY
- RAMP
- FOOTWAY - BLOCK PAVED
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Brighton & Hove City Council

Project

WESTERN ROAD

Drawing Title

GENERAL ARRANGEMENT
SHEET 2 OF 4

Drawing Status

STAGE 3

Drawn	IC	Designed	DP	Date	07.07.21	Scale	1:250	Size	A1	
Drawing No.	1000007120-010-02								Rev	F



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	09.06.2021	UPDATED FOLLOWING CLIENT FEEDBACK	RF	DP	RH
	21.05.2021	UPDATED FOLLOWING CLIENT FEED BACK	LG	DP	RH
	07.05.2021	FOR STAGE 3 APPROVAL	LG	DP	RH
	12.04.2021	ORIGINAL ISSUE	RF	RH	GW
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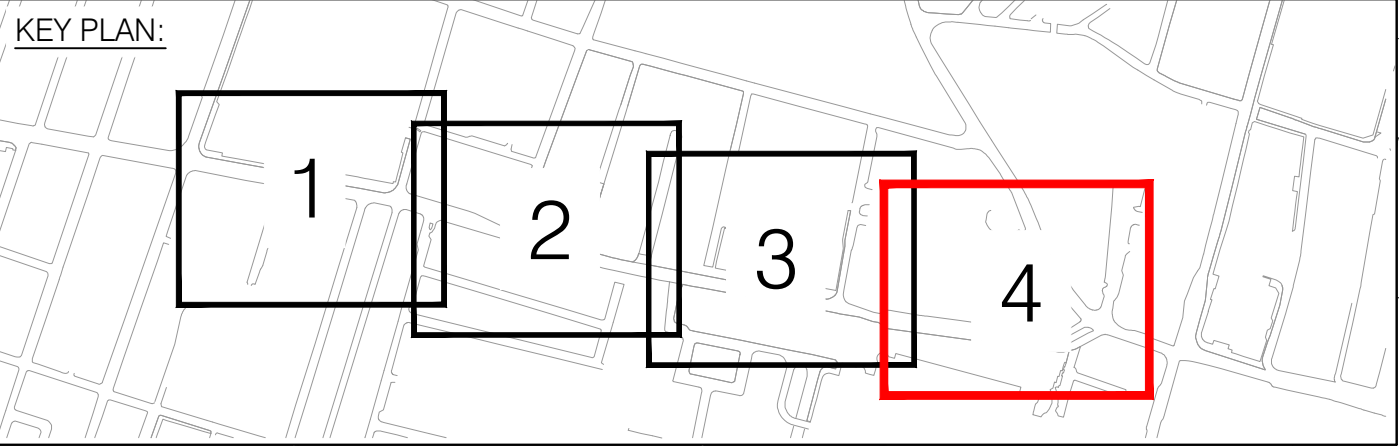
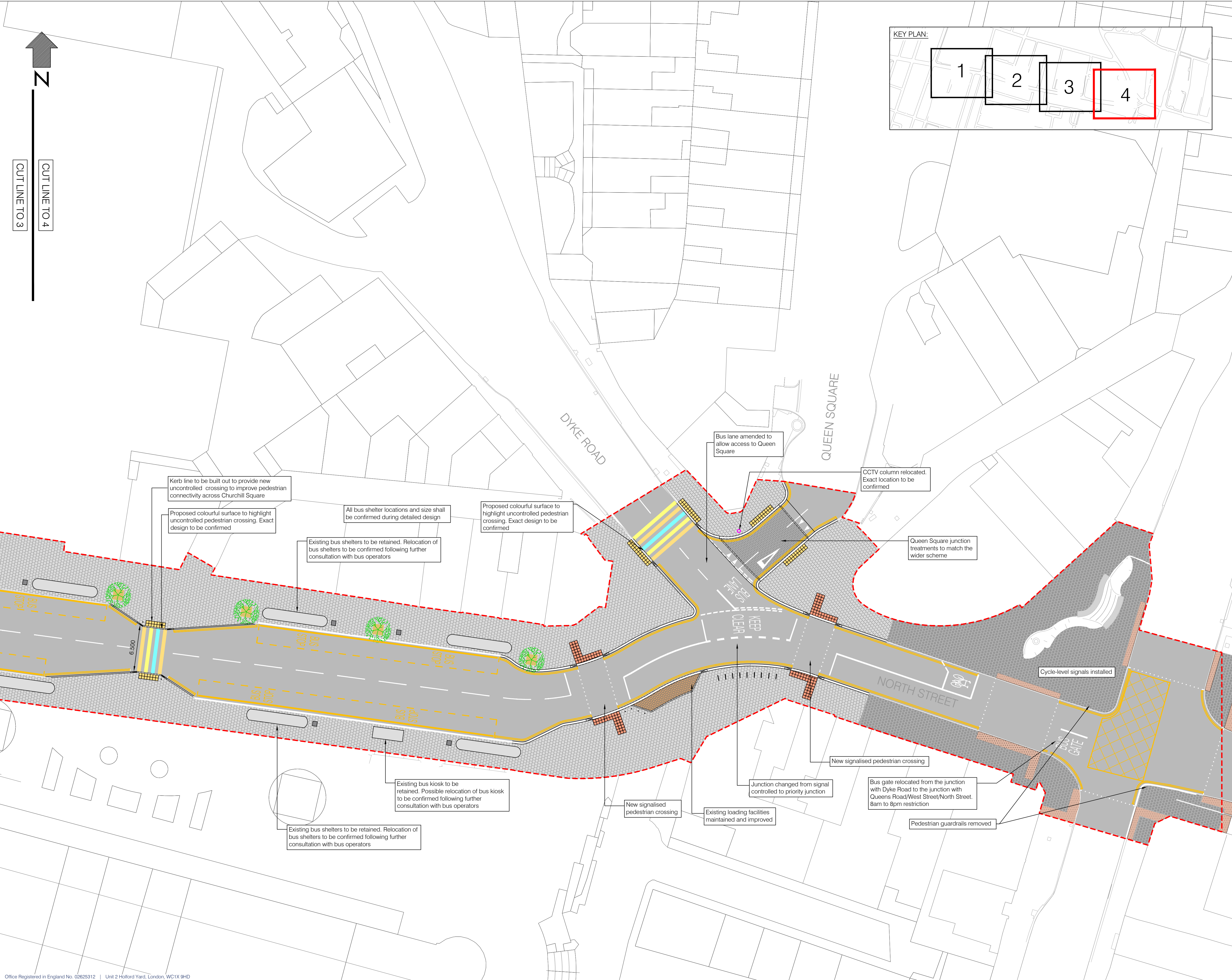
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GENERAL ARRANGEMENT
SHEET 3 OF 4

Drawing Status

STAGE 3

Drawn IC	Designed DP	Date 07.07.21	Scale 1:250	Size A1
Drawing No. 1000007120-010-03				Rev F



- LEGEND
- CARRIAGEWAY - ASPHALT
 - CARRIAGEWAY - BLOCK PAVED
 - LOADING BAY
 - RAMP
 - FOOTWAY - BLOCK PAVED
 - FOOTWAY - BOULEVARD ISLAND
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Drawing Title
GENERAL ARRANGEMENT
SHEET 4 OF 4

Drawing Status
STAGE 3

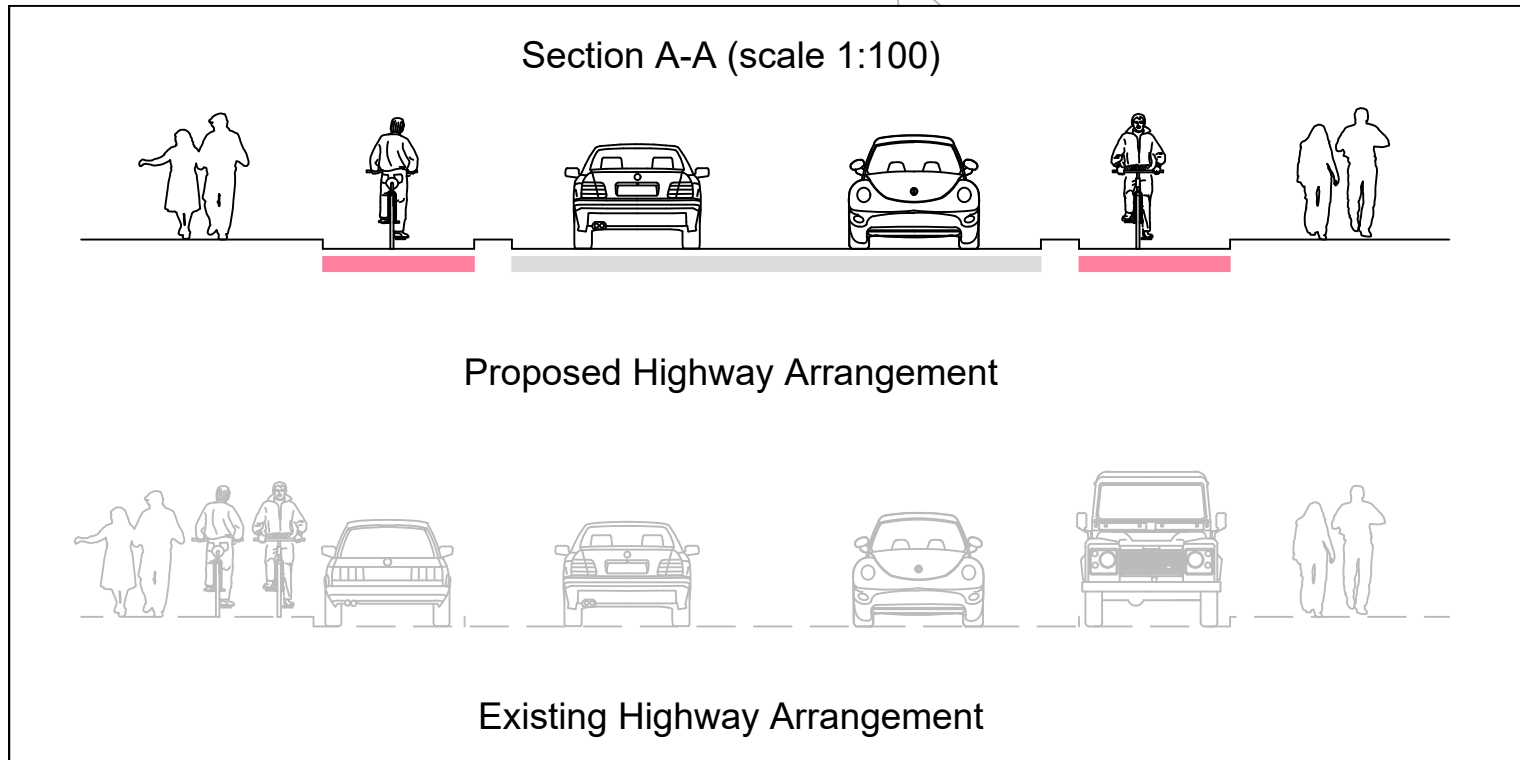
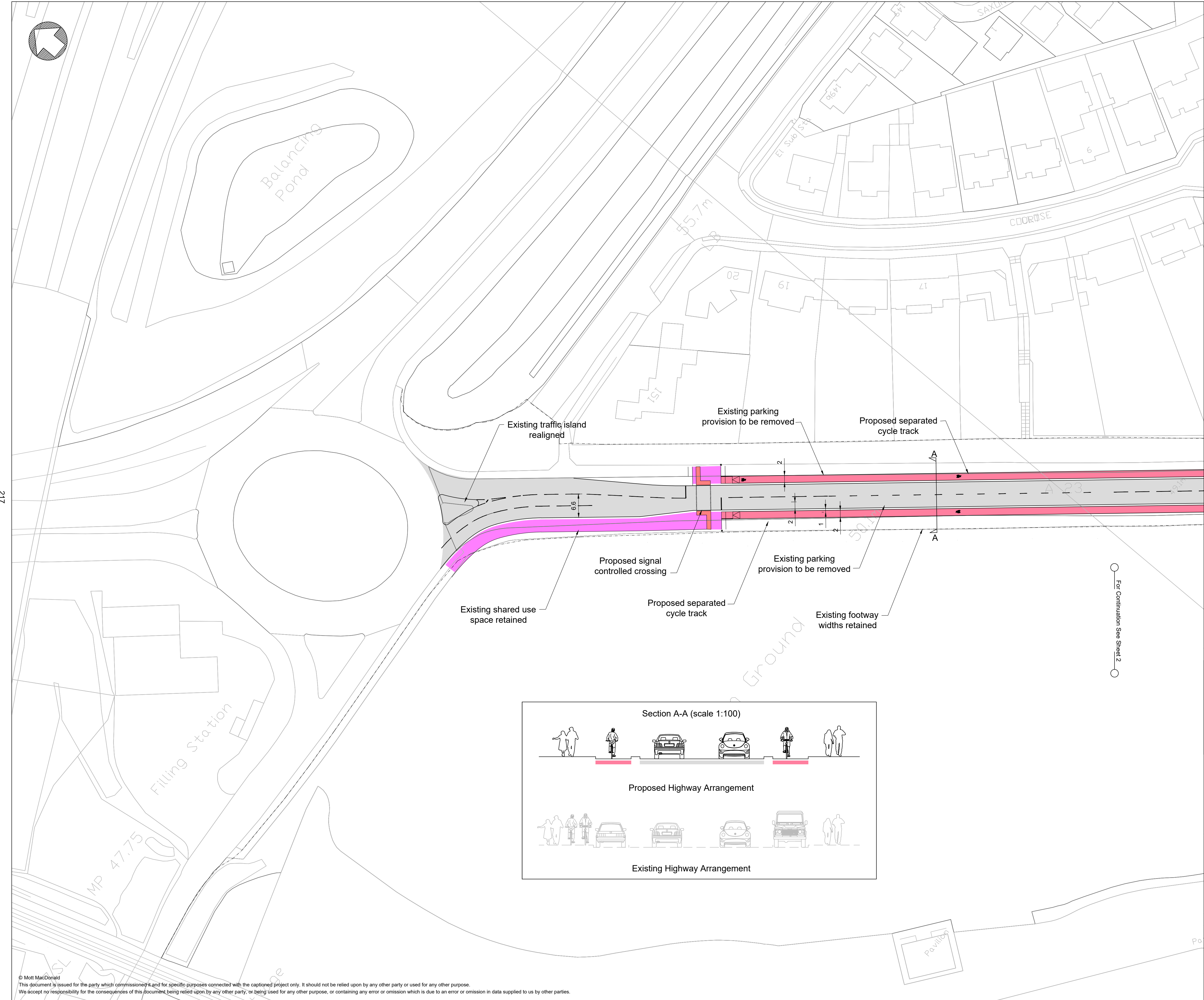
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Drawing No. 1000007120-010-04	Rev F			



Artist's impression
Indicative and subject to design development



Artist's impression
Indicative and subject to design development



Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	01.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX

Rev	Date	Drawn	Description	Ch'k'd	App'd

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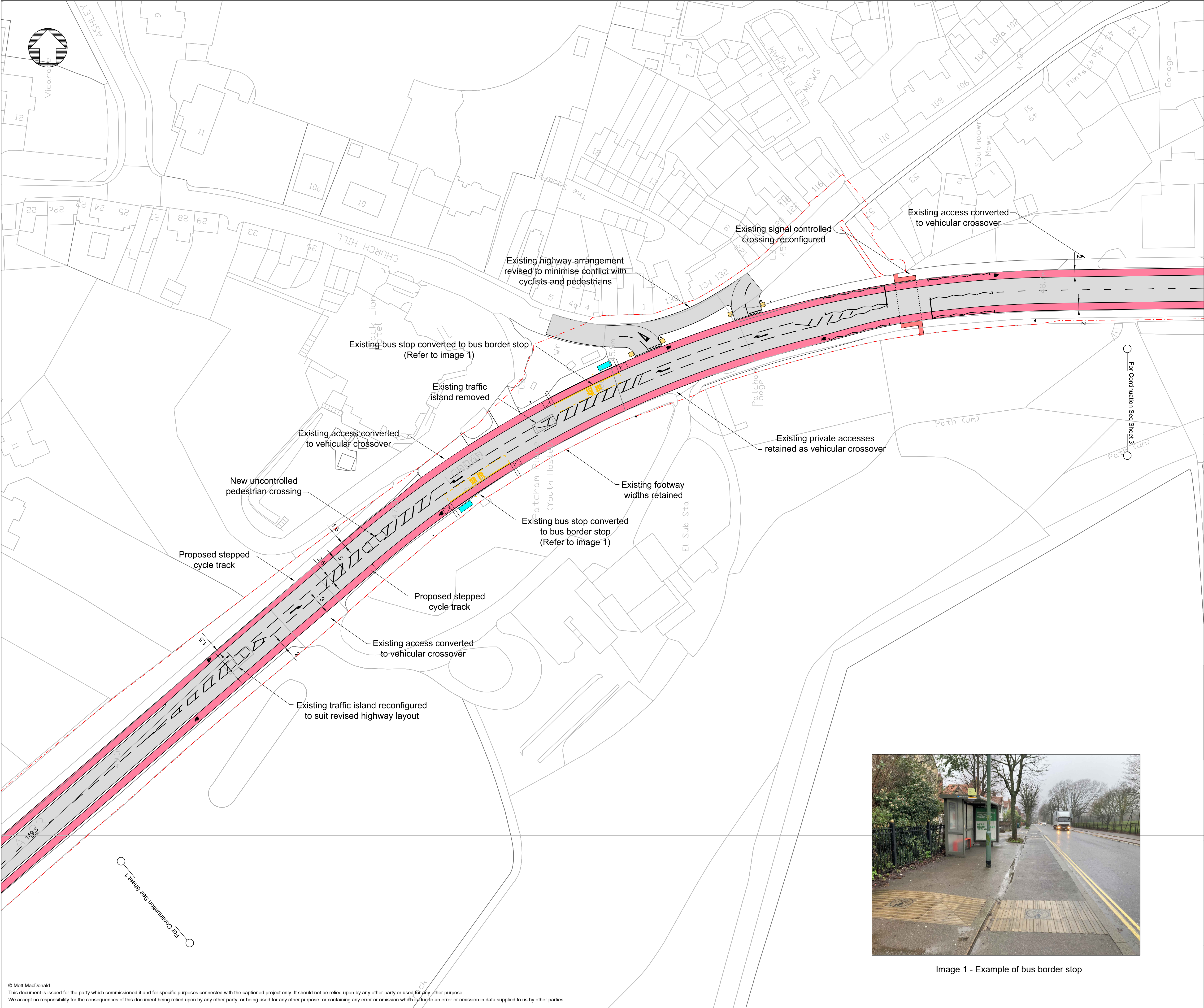
A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 1 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
1:500	PRE	P3	STD

Drawing Number

100103332-MMD-00-XX-DR-HW-0001



Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX

Rev	Date	Drawn	Description	Ch'k'd	App'd

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A23 Active Travel Scheme
Preliminary Design
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Sheet 2 of 14

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Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
1:500	PRE	P3	STD

Drawing Number

100103332-MMD-00-XX-DR-HW-0002



Image 1 - Example of bus border stop



Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

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A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 3 of 14

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Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
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Drawing Number

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Image 1 - Example of bus border stop

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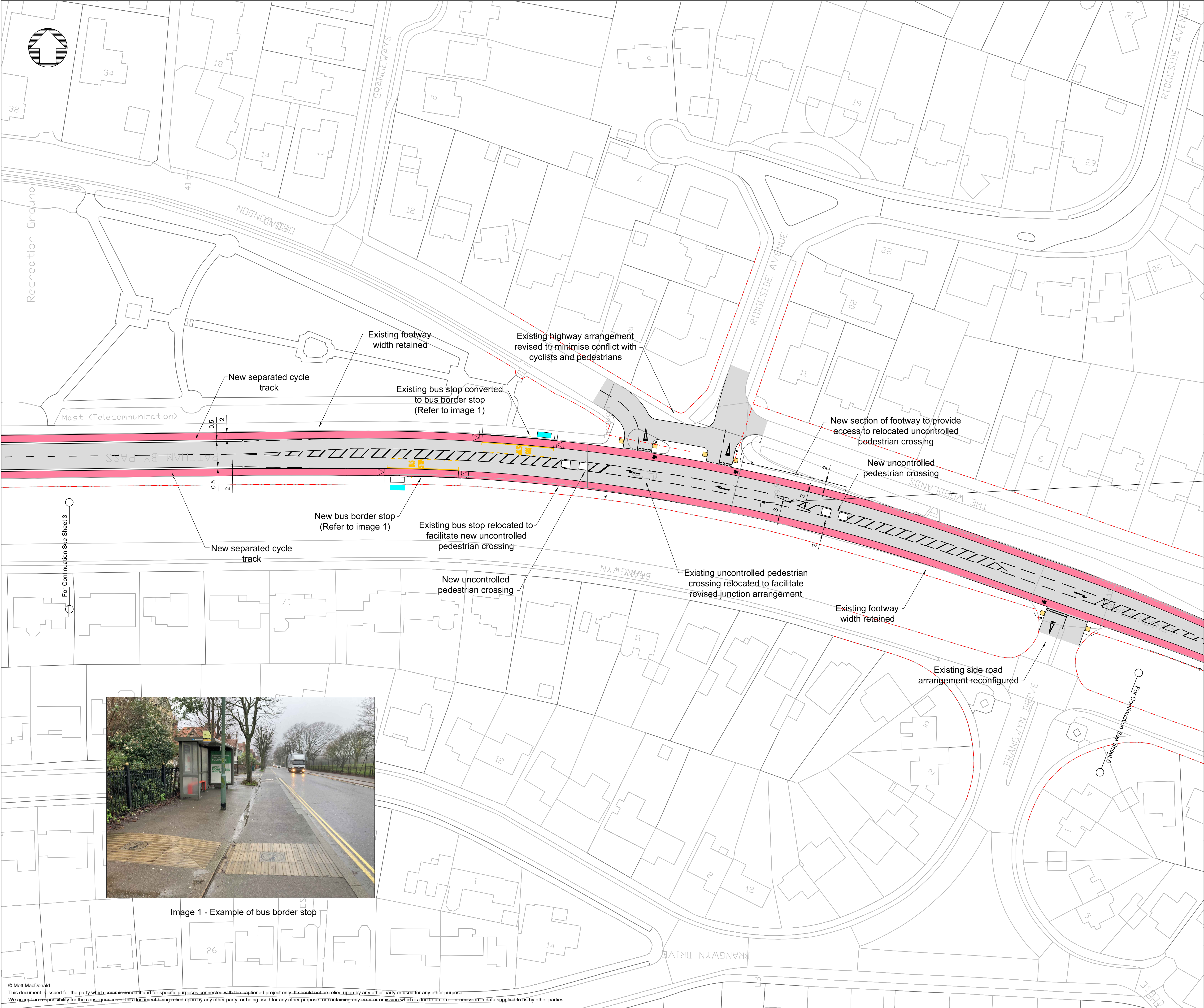


Image 1 - Example of bus border stop

Notes

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Key to symbols

Cycle Track/Lane

Shared Use

Carriageway

Bus Lane

Highway Boundary

Traffic Sign

Reference drawings

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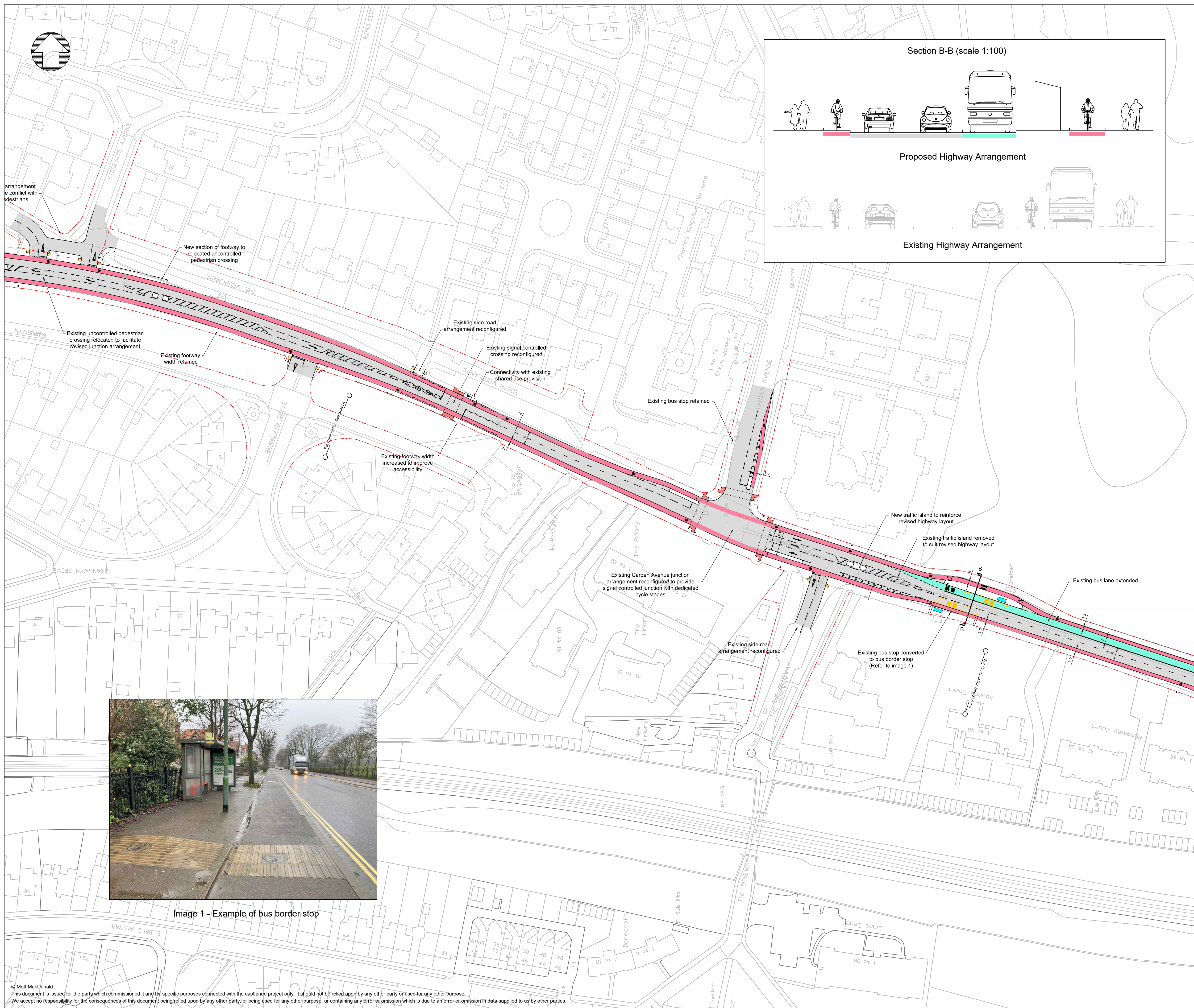
Title


A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 4 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
1:500	PRE	P3	STD

Drawing Number
100103332-MMD-00-XX-DR-HW-0004



Notes																																							
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<div><div><div></div><div>Cycle Track/Lane</div></div><div><div></div><div>Shared Use</div></div><div><div></div><div>Carriageway</div></div><div><div></div><div>Bus Lane</div></div><div><div></div><div>Highway Boundary</div></div><div><div></div><div>Traffic Sign</div></div></div>																																							
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<div><div></div><div>Brighton & Hove City Council</div></div>																																							
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A23 Active Travel Scheme Preliminary Design General Arrangement Sheet 5 of 14																																							
<table><tr><td>Designed</td><td>P. Crowther</td><td>PC</td><td>Eng check</td><td>..</td><td></td></tr><tr><td>Drawn</td><td>P. Crowther</td><td>PC</td><td>Coordination</td><td>..</td><td></td></tr><tr><td>Dwg check</td><td>J. Pearson</td><td>JP</td><td>Approved</td><td>N. Wilkinson</td><td>NW</td></tr><tr><td>Scale at A1</td><td>Status</td><td>Rev</td><td>Security</td><td></td><td></td></tr><tr><td>1:500</td><td>PRE</td><td>P3</td><td>STD</td><td></td><td></td></tr></table>										Designed	P. Crowther	PC	Eng check	..		Drawn	P. Crowther	PC	Coordination	..		Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW	Scale at A1	Status	Rev	Security			1:500	PRE	P3	STD		
Designed	P. Crowther	PC	Eng check	..																																			
Drawn	P. Crowther	PC	Coordination	..																																			
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW																																		
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Drawing Number																																							
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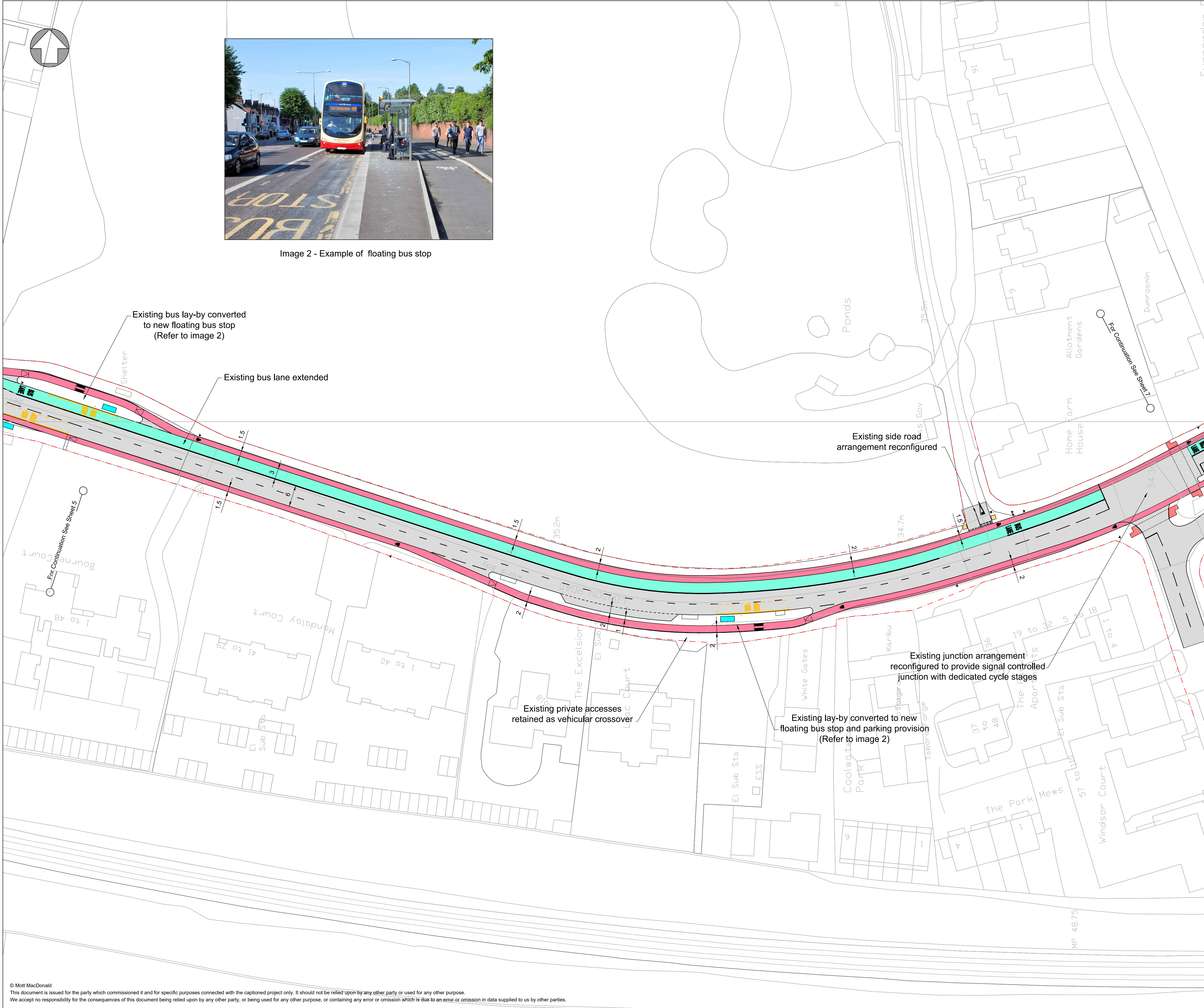


Image 2 - Example of floating bus stop

Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX

Rev	Date	Drawn	Description	Ch'k'd	App'd

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A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 6 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
1:500	PRE	P3	STD

Drawing Number

100103332-MMD-00-XX-DR-HW-0006

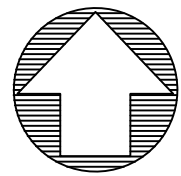
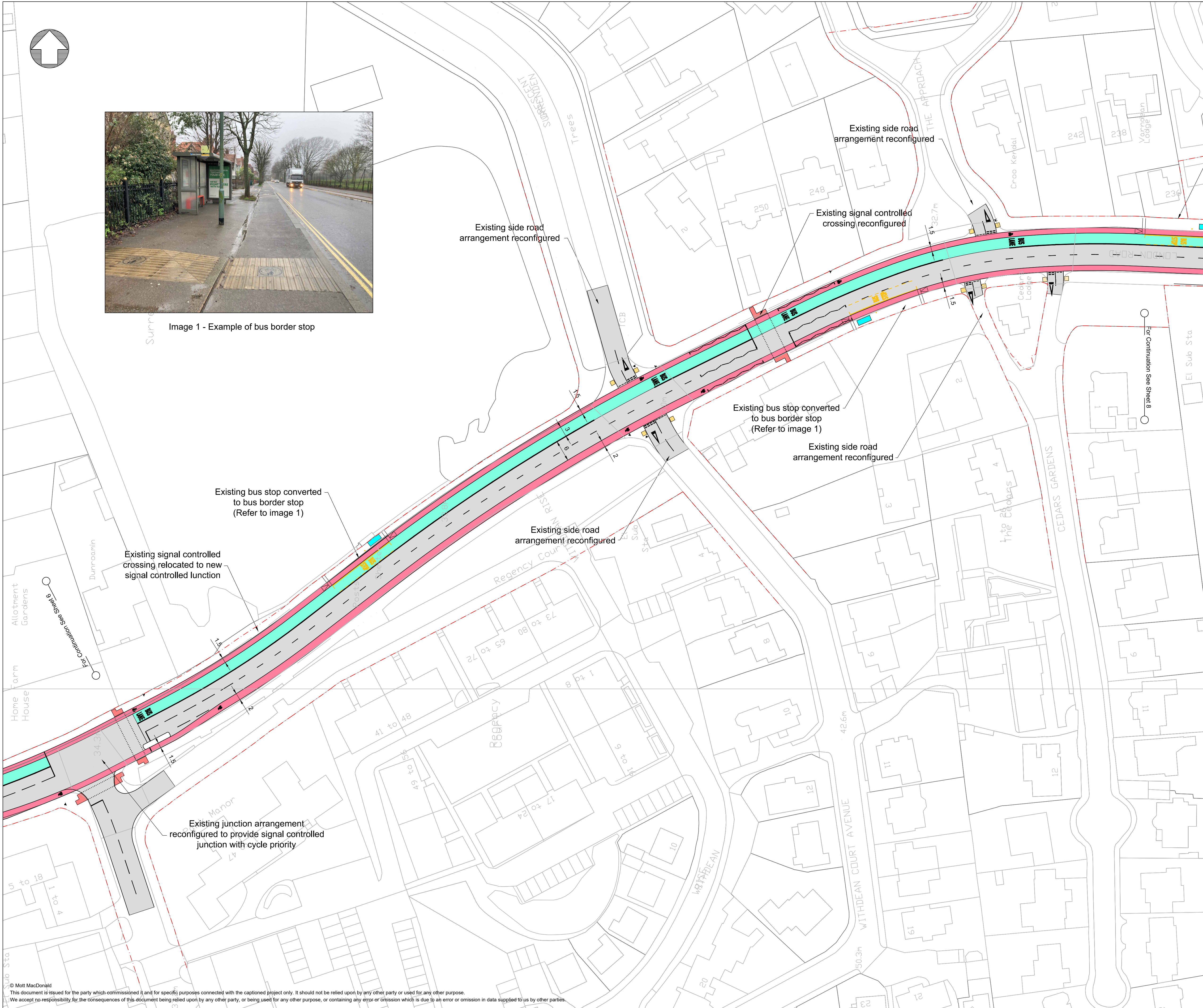


Image 1 - Example of bus border stop



Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Brighton & Hove City Council

Title

A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 7 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW
Scale at A1	1:500	Status	PRE	Rev	P3
				Security	STD

Drawing Number
100103332-MMD-00-XX-DR-HW-0007

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Image 1 - Example of bus border stop

Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

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A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 8 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW
Scale at A1	1:500	Status	PRE	Rev	P3
Drawing Number	100103332-MMD-00-XX-DR-HW-0008				

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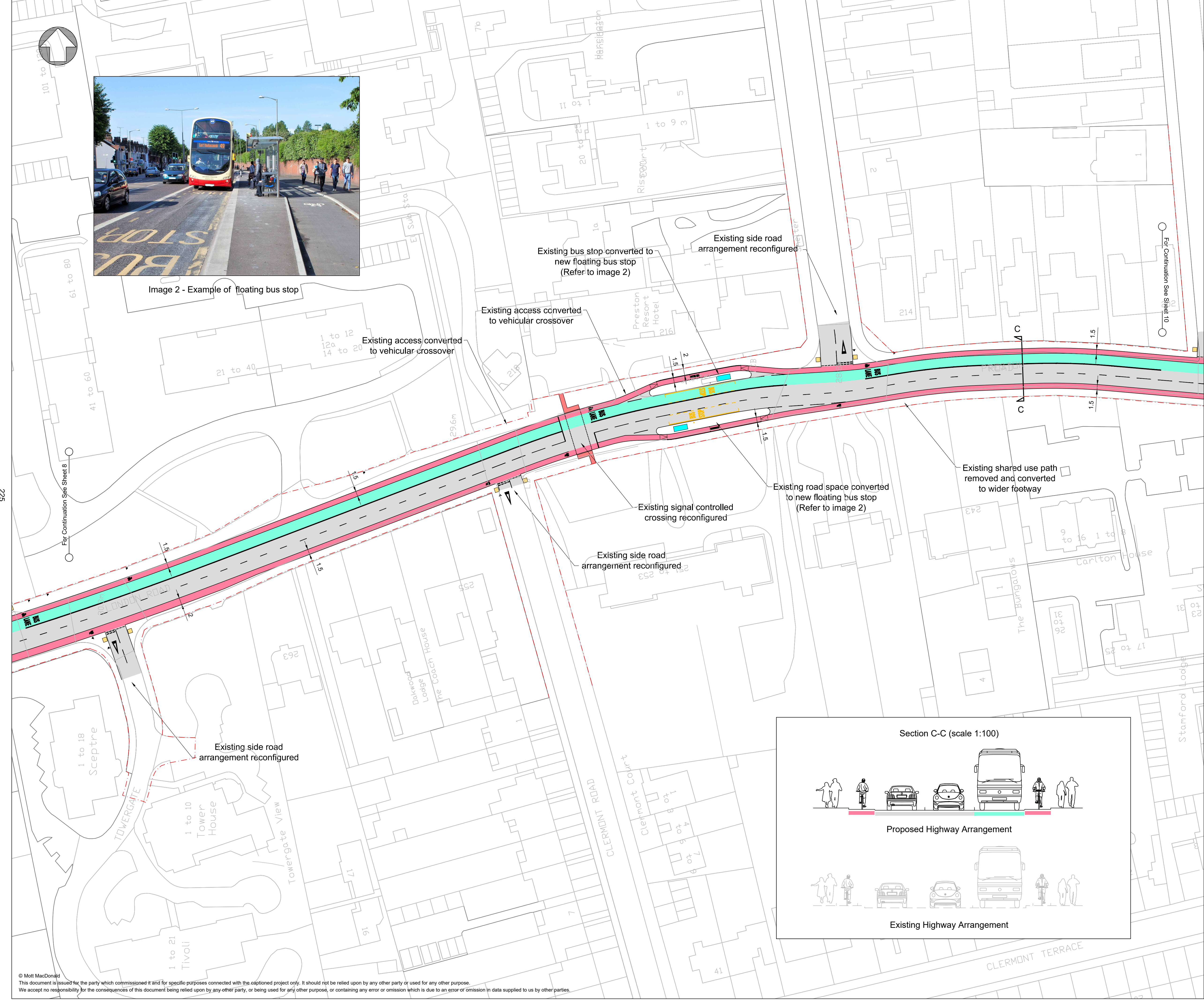


Image 2 - Example of floating bus stop

Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Client

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Title

A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 9 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW
Scale at A1	Status	Rev	Security		
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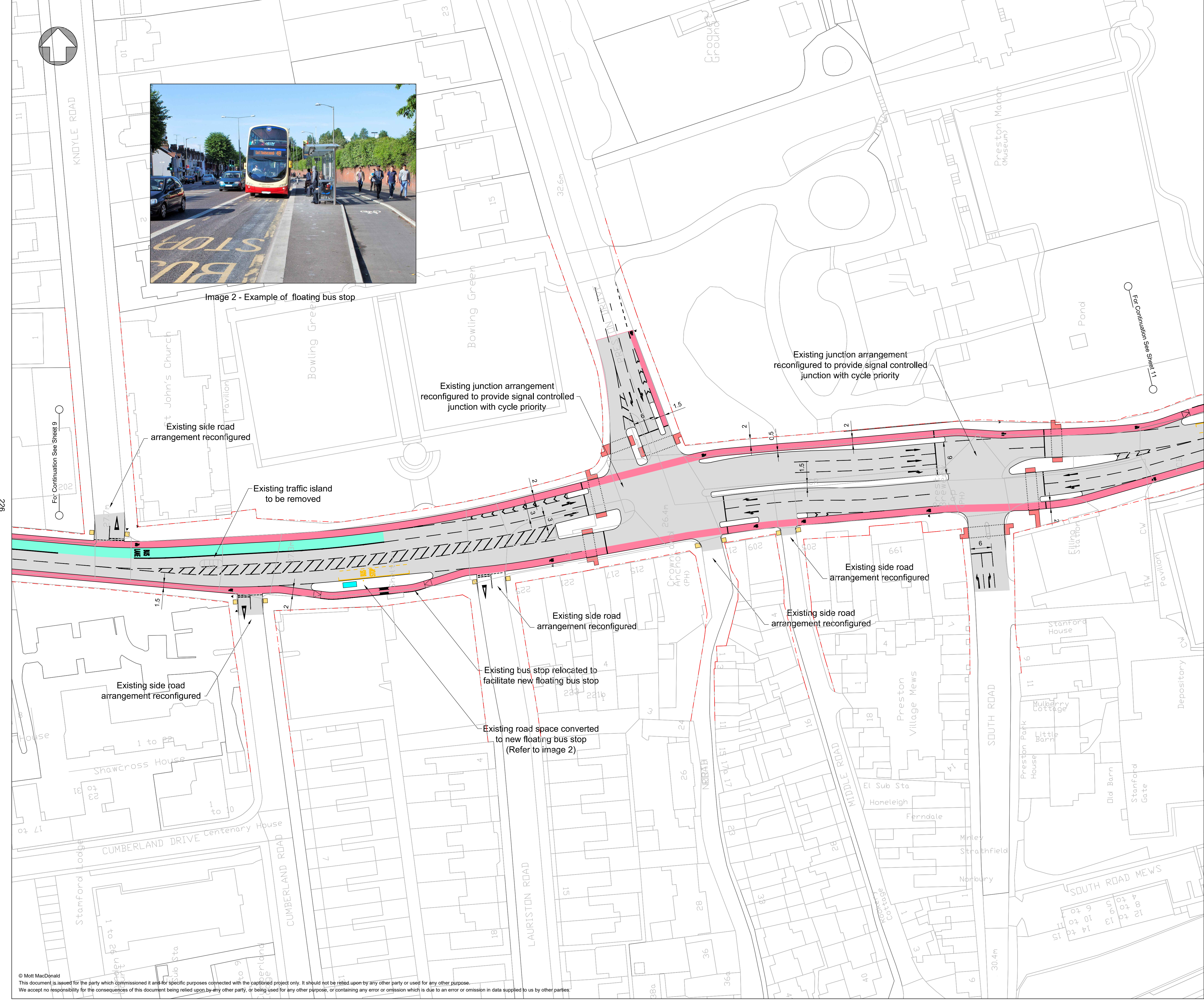
Drawing Number
100103332-MMD-00-XX-DR-HW-0009

Section C-C (scale 1:100)

Proposed Highway Arrangement

Existing Highway Arrangement

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Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P4	06.07.21	PJC	Drawing Amended	JP	NW
P3	05.07.21	PJC	Tactile Paving Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
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A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 10 of 14

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Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW
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Image 1 - Example of bus border stop



Image 2 - Example of floating bus stop

Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX

Rev	Date	Drawn	Description	Ch'k'd	App'd

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Title

**A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 11 of 14**

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
1:500	PRE	P3	STD

Drawing Number

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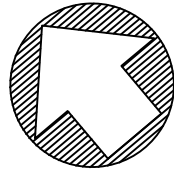
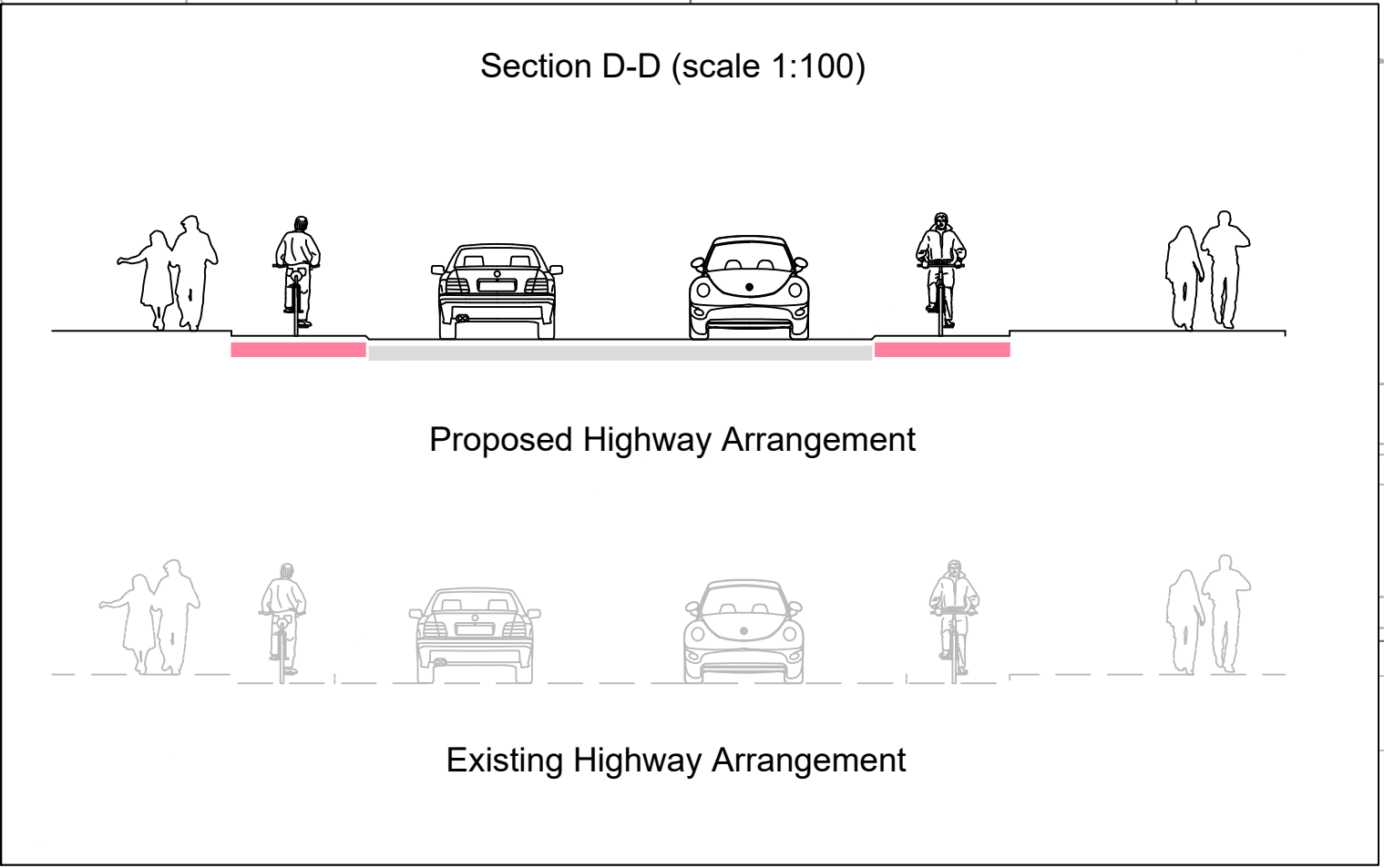
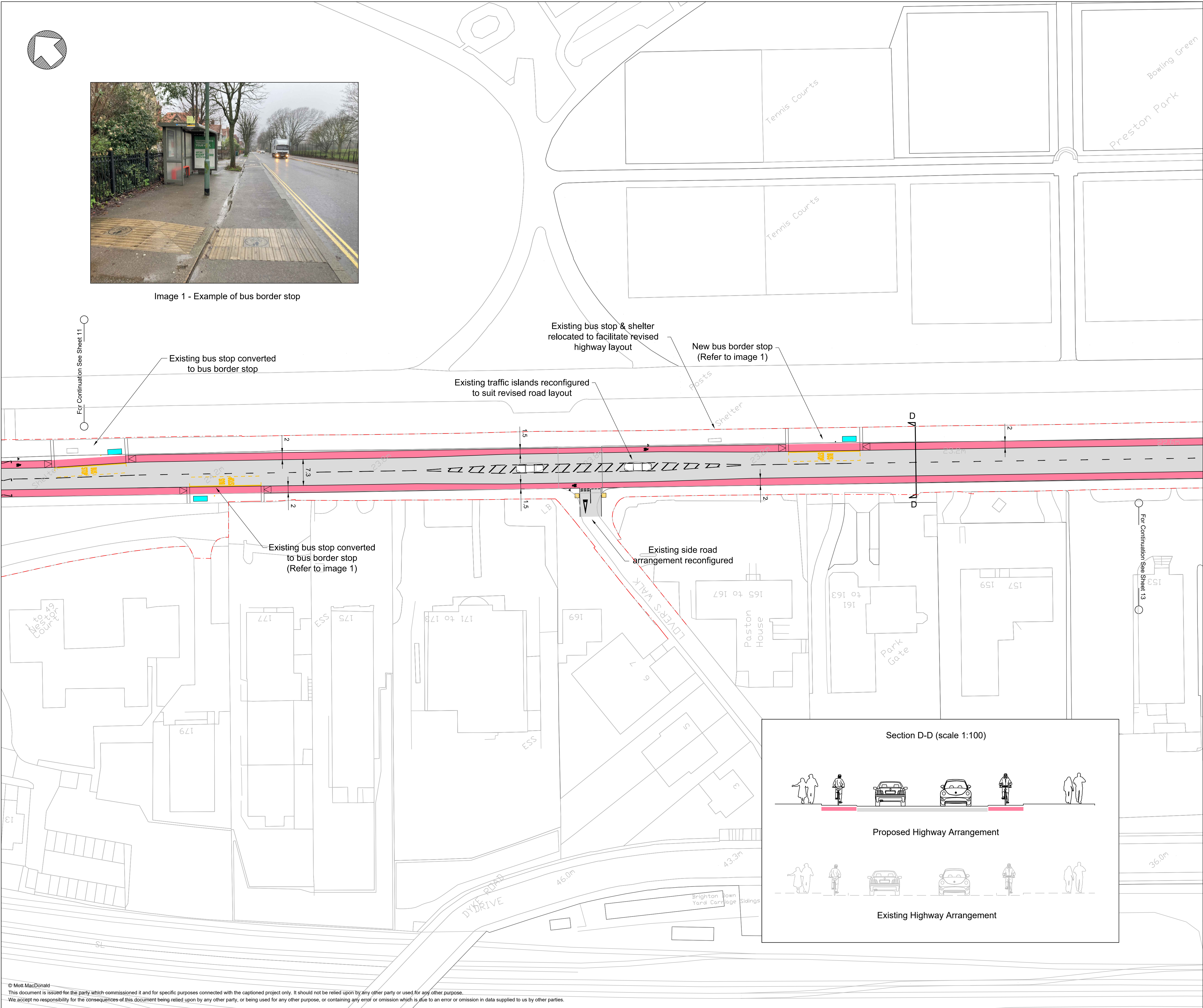


Image 1 - Example of bus border stop



Notes

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- Key to symbols
- Cycle Track/Lane
 - Shared Use
 - Carriageway
 - Bus Lane
 - Highway Boundary
 - Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Client

**Brighton & Hove
City Council**

Title

**A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 12 of 14**

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
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Drawing Number

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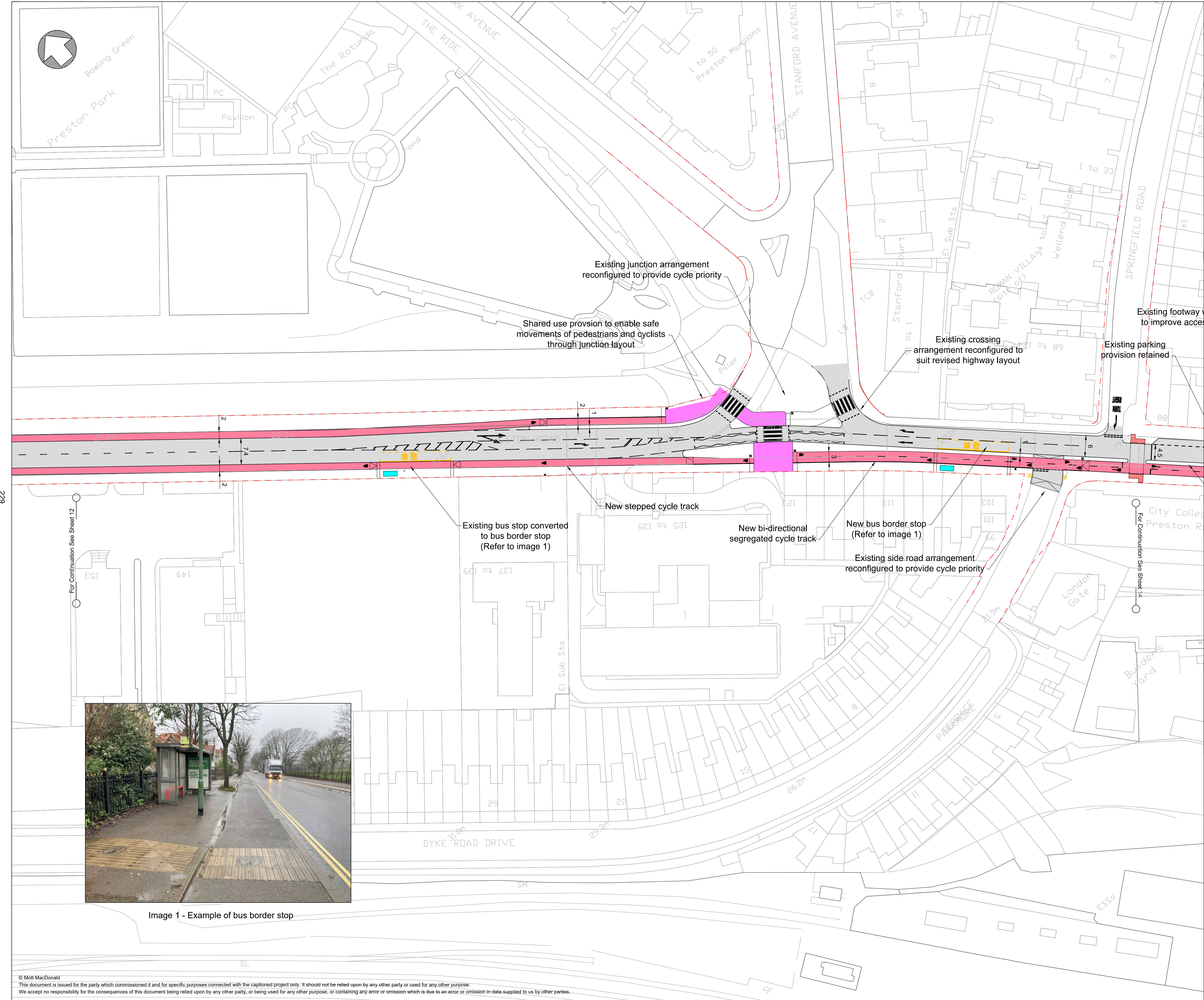


Image 1 - Example of bus border stop

Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
- Shared Use
- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Client

Brighton & Hove
City Council

Title

A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 13 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW

Scale at A1	Status	Rev	Security
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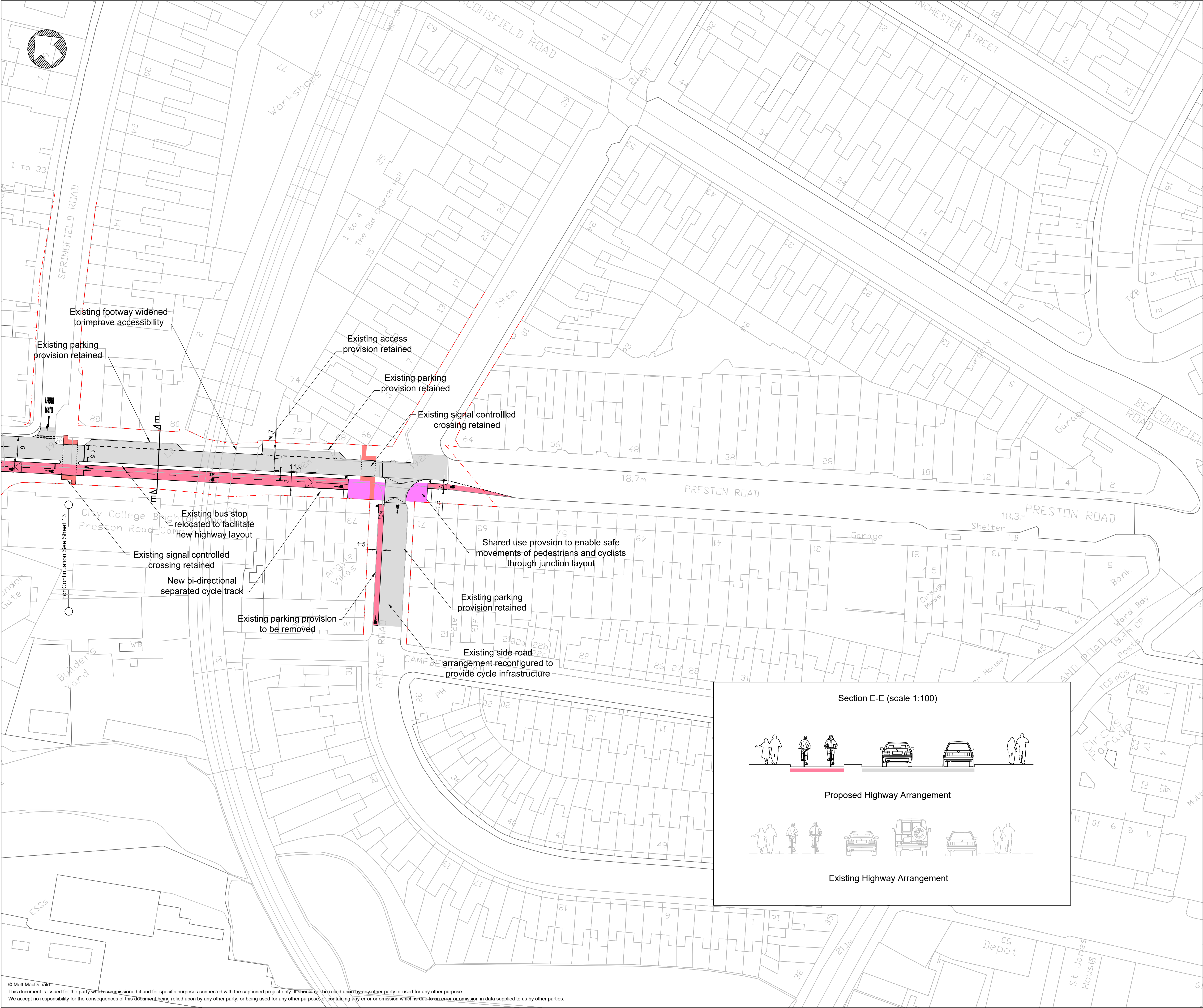
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Notes

1. Preliminary design has been developed using topographical survey information but presented with OS mapping background to provide further context. As such minor discrepancies between proposals and mapping background may be present.

Key to symbols

- Cycle Track/Lane
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- Carriageway
- Bus Lane
- Highway Boundary
- Traffic Sign

Reference drawings

P3	06.07.21	PJC	Drawing Amended	JP	NW
P2	02.07.21	PJC	Preliminary Design Issue	JP	NW
P1	25.06.21	PJC	Draft for Client Comment	XX	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Client

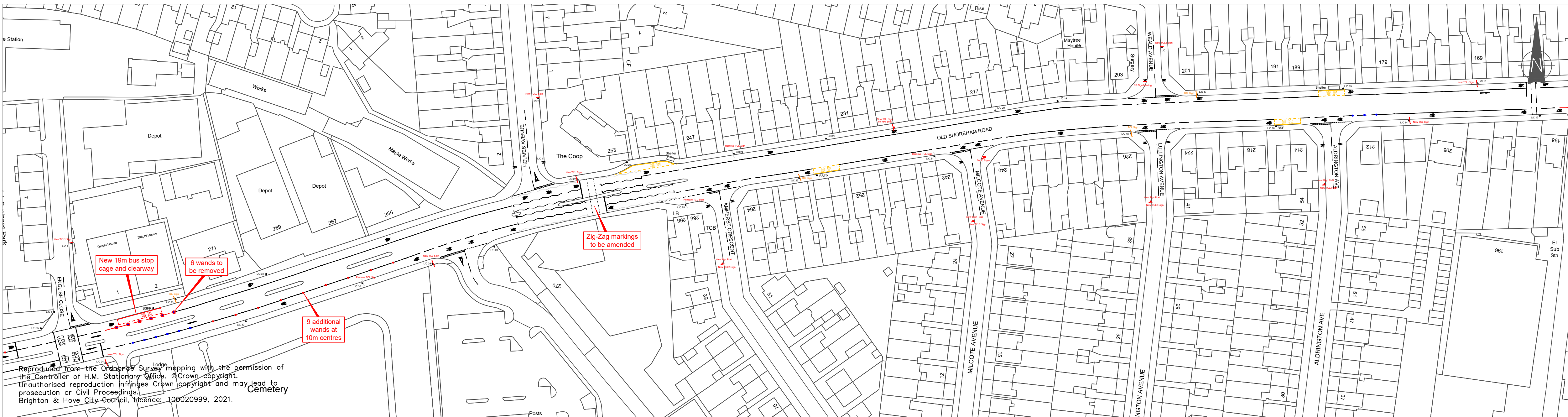
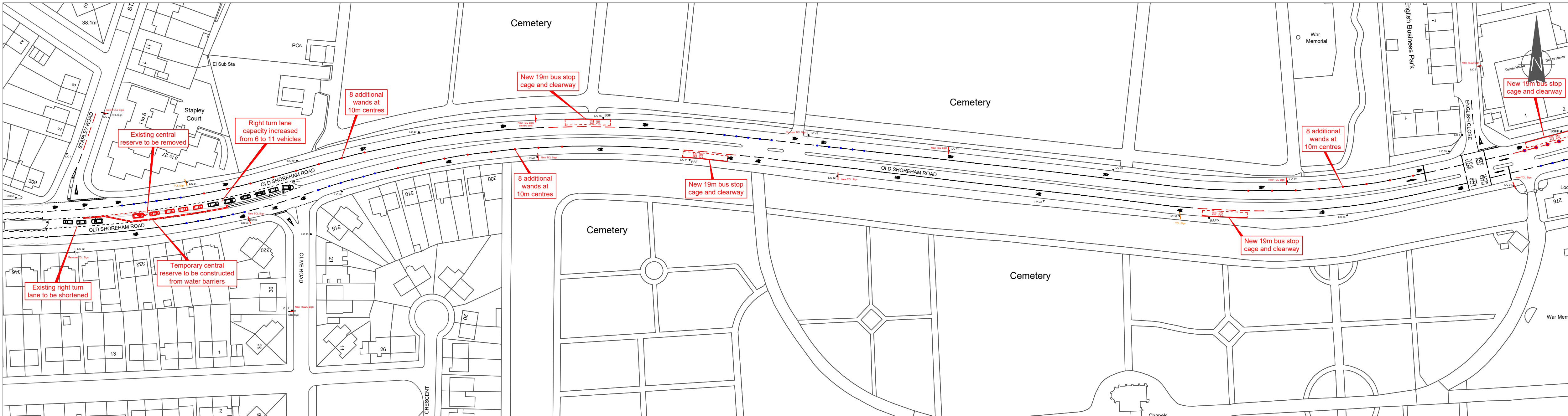
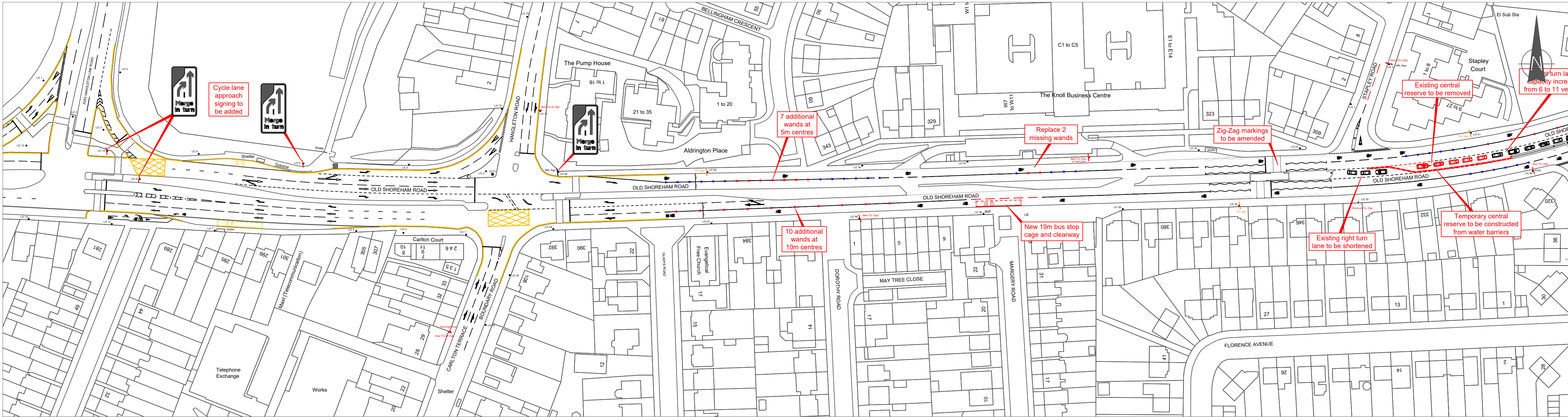
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A23 Active Travel Scheme
Preliminary Design
General Arrangement
Sheet 14 of 14

Designed	P. Crowther	PC	Eng check	..	
Drawn	P. Crowther	PC	Coordination	..	
Dwg check	J. Pearson	JP	Approved	N. Wilkinson	NW
Scale at A1	1:500	Status	PRE	Rev	P3
				Security	STD

Drawing Number

100103332-MMD-00-XX-DR-HW-0014



- NOTES
1. All dimensions are in metres unless stated otherwise.
 2. All levels in metres above Ordnance Datum (Newlyn).
 3. Do not scale from this drawing.

KEY

EXISTING road markings shown in BLACK

PROPOSED road markings shown in RED

REMOVED road markings shown in GREY

TCL – New Temporary Cycle Lane Sign

TCL2 – New Temporary Cycle Lane Sign

TCL2R – New Temporary Cycle Lane Sign

TCL2L – New Temporary Cycle Lane Sign

Rev	Revision details	Date
Status: (tick ✓ as appropriate)		
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DESIGN	<input checked="" type="checkbox"/>	<input type="checkbox"/> TENDER
AS-BUILT	<input type="checkbox"/>	<input type="checkbox"/> WORKING DRAWINGS
Drawn:	Signed Ben Stride	Date June 2021
Designed:	Ben Stride	May 2020
Checked:	CHECKED	DATE
Approved:	APPROVED	DATE
File/Acad ref:	S:\	

Project Name

Old Shoreham Road, Hove
Temporary Cycle Lanes

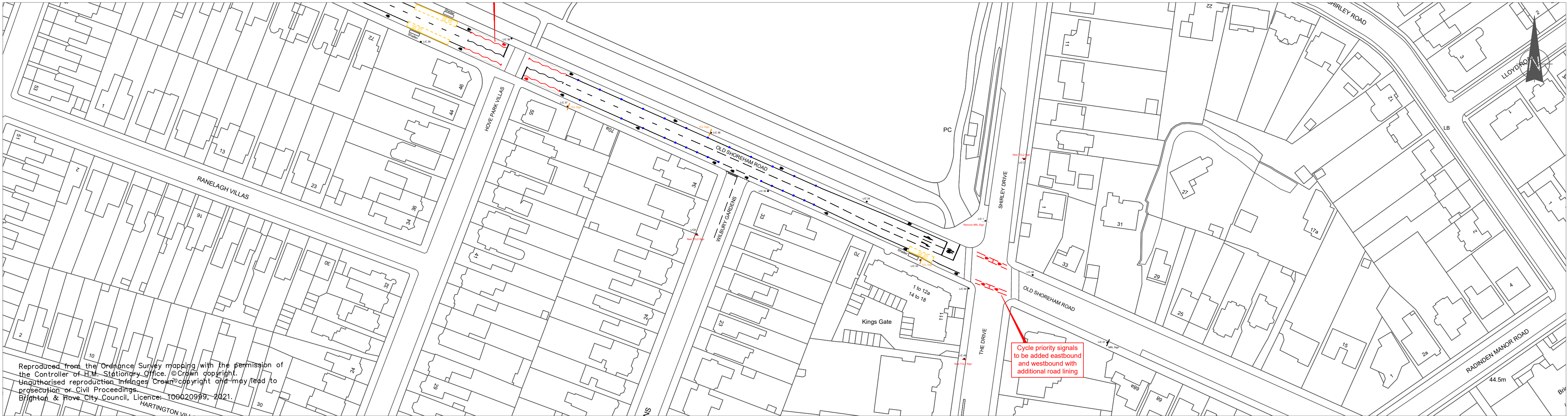
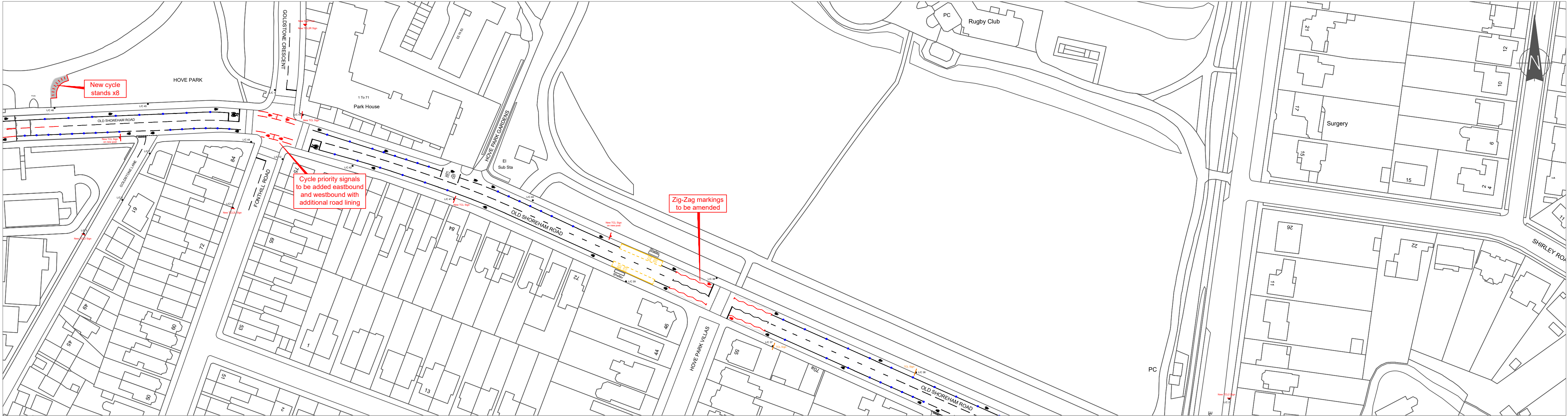
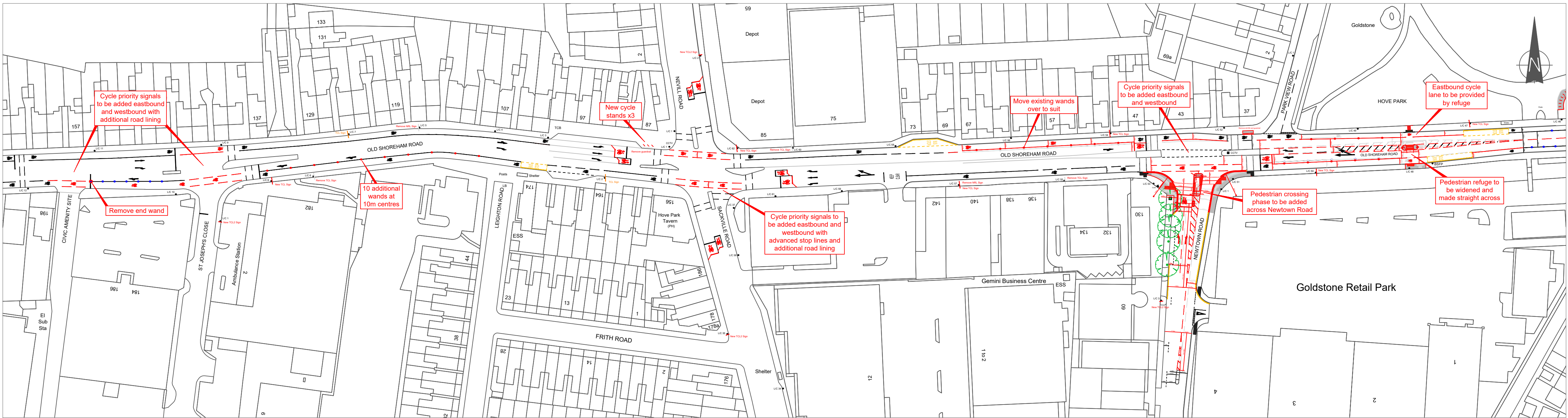
Drawing Title

Tranche 1 Scheme Enhancement
Plan 1 of 2

Drawing No
HD-BHCC-OSRTCL/T1-1

Scale
1:250 @ A1

Rev
REV



NOTES

1. All dimensions are in metres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

KEY

EXISTING road markings shown in BLACK

PROPOSED road markings shown in RED

REMOVED road markings shown in GREY



TCL – New Temporary Cycle Lane Sign



TCL2 – New Temporary Cycle Lane Sign



TCL2R – New Temporary Cycle Lane Sign



TCL2L – New Temporary Cycle Lane Sign

Rev	Revision details		Date
Status: (tick ✓ as appropriate)			
INFORMATION	<input type="checkbox"/>	SURVEY	<input type="checkbox"/>
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AS-BUILT	<input type="checkbox"/>		
		FEASIBILITY	<input type="checkbox"/>
		WORKING DRAWINGS	<input type="checkbox"/>

Drawn:	Signed	Date
Designed:	Ben Stride	June 2021
Checked:	Ben Stride	May 2020
Approved:	CHECKED	DATE
File/Acad ref:	APPROVED	DATE
S:\		



Project Name	Old Shoreham Road, Hove Temporary Cycle Lanes				
Drawing Title	Tranche 1 Scheme Enhancement Plan 2 of 2				
Drawing No	HD-BHCC-OSRTCL/T1-2	Scale	1:1000 @ A1	Rev	REV

Future Vision - Upgrade of temporary cycle lane to 'stepped track' protected cycle lane, separated from both traffic and pedestrians, similar to Old Shoreham Road (The Drive to Dyke Road)

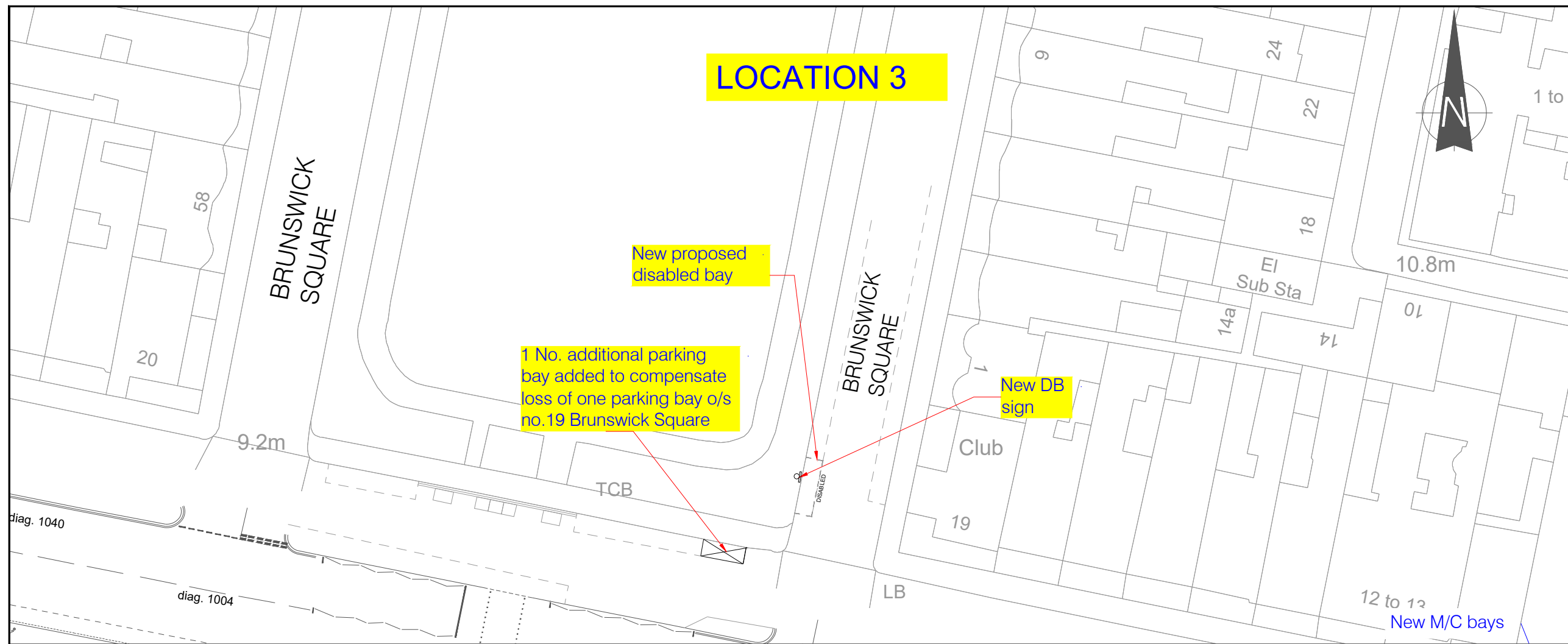


Future Vision - Provision of 'stepped track' protected cycle lane, separated from both traffic and pedestrians, similar to Old Shoreham Road (The Drive to Dyke Road)

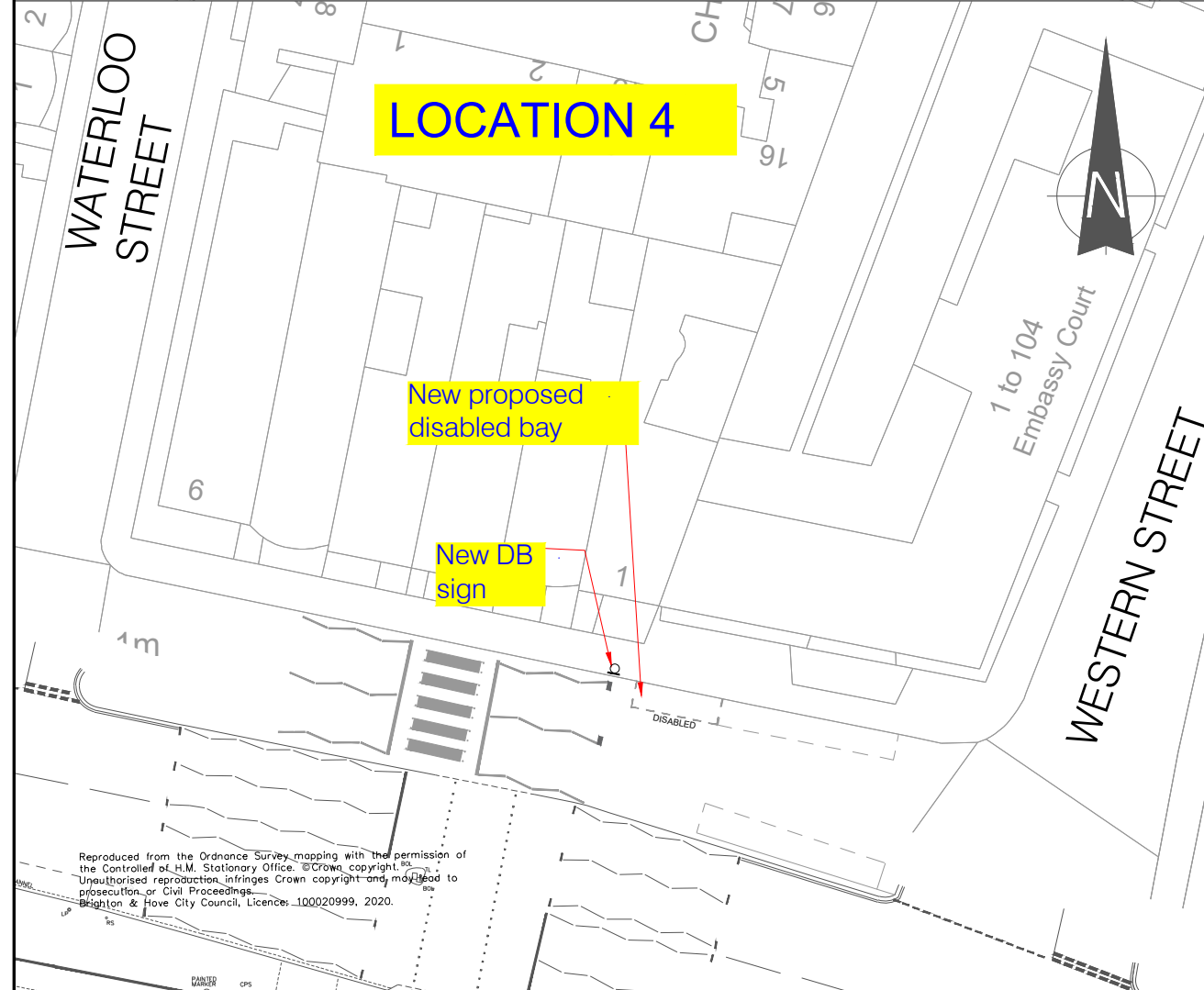


PROPOSED DISABLED BAYS

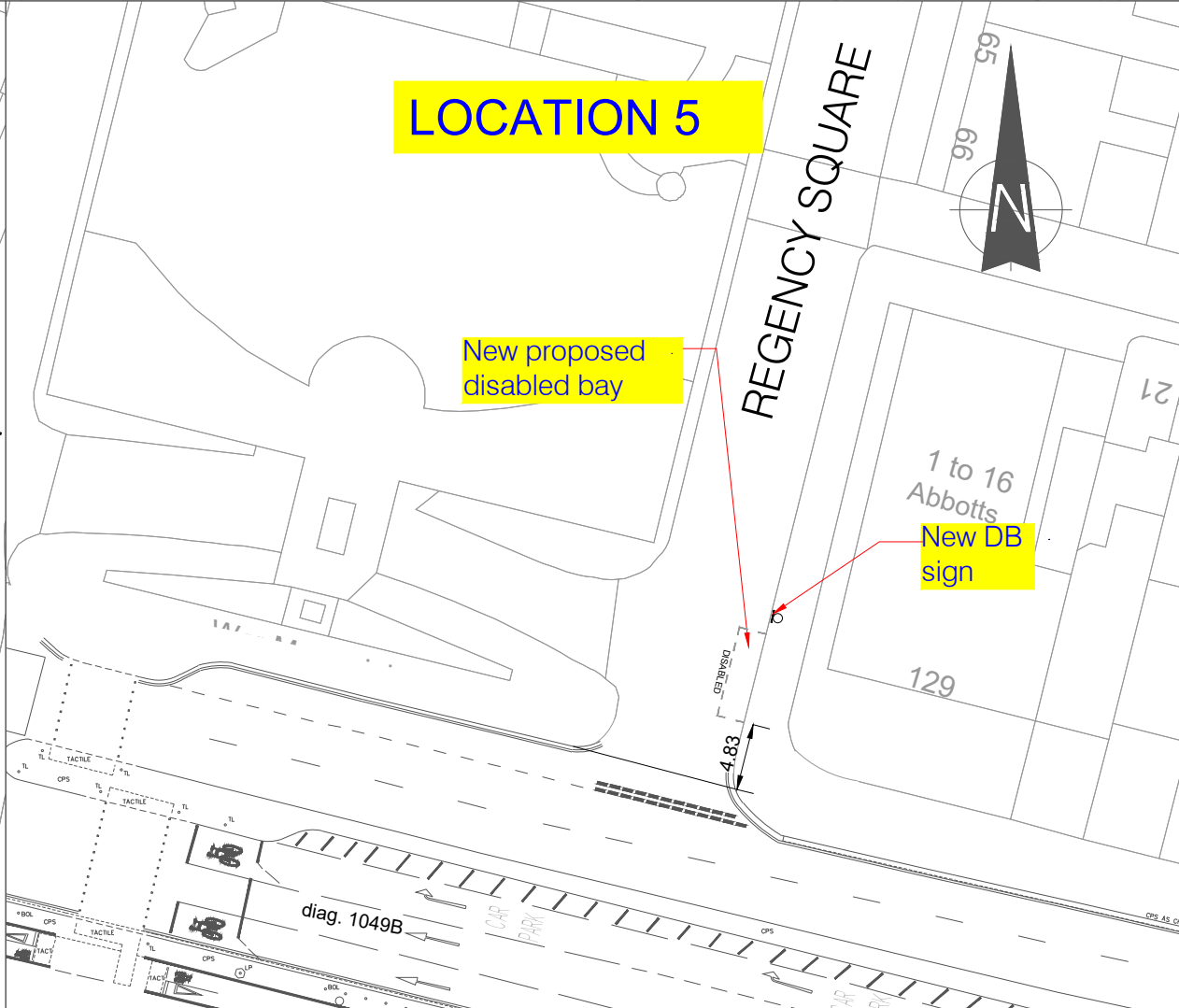
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LOCATION 4

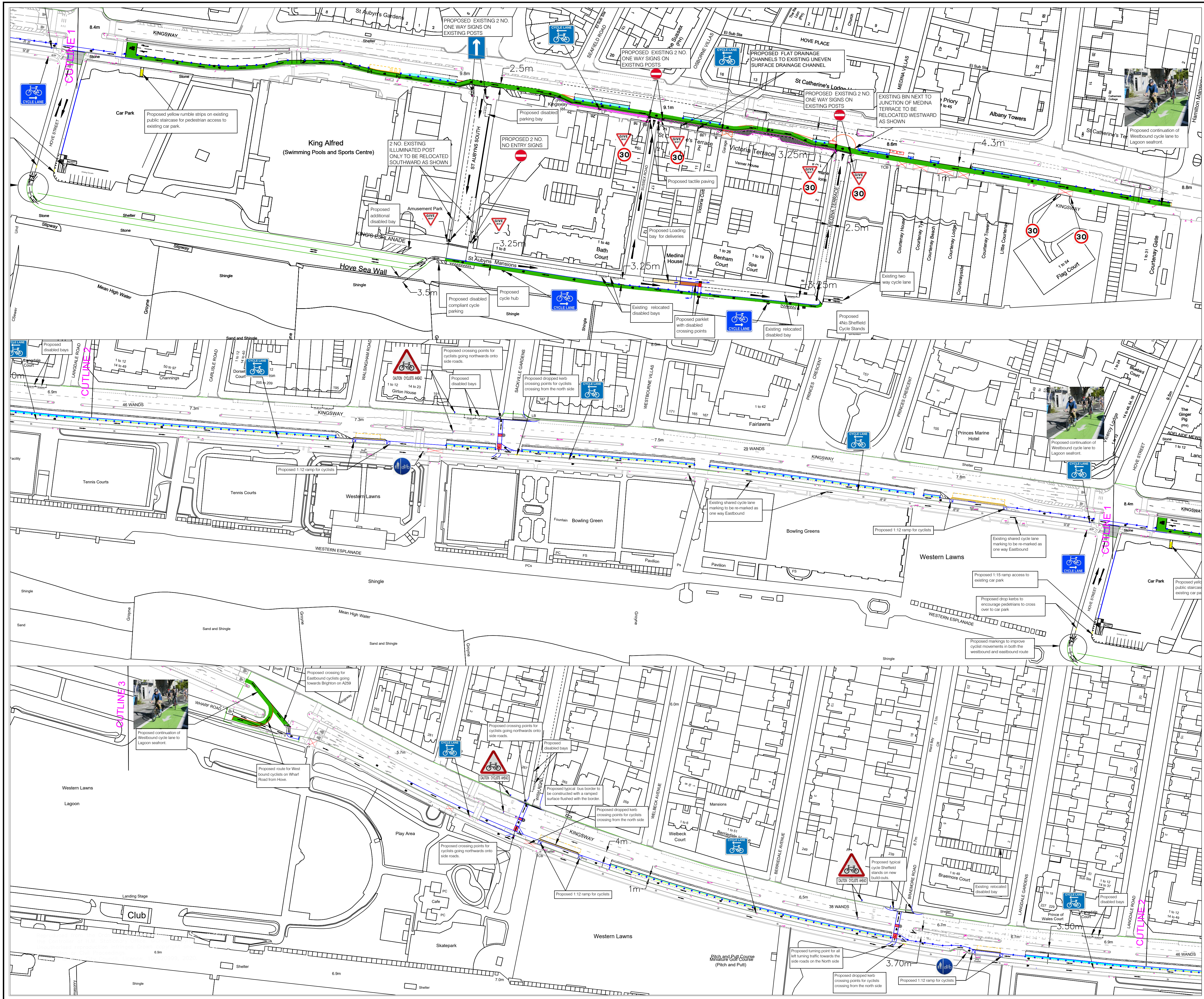


LOCATION 5



Date:		
Date:		
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Drawn: KI	Signed	Date
Designed: KI		April 2021
Checked: CHECKED		April 2021
Approved: JH		
File/Acad ref: S\		
 Brighton & Hove City Council		
Project Name A259 COVID19- Improvements		
Drawing Title Proposed New Disabled Bays Locations 3, 4 & 5		
Drawing No HD-BHCC-A259DB/02	Scale NTS	Rev A

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LEGEND

LEGEND

- PROPOSED CYCLE LANE
- PROPOSED LINE MARKINGS
- PROPOSED LINE SEGREGATION
- PROPOSED CROSSING POINTS LINE MARKINGS
- PROPOSED FLOATING PARKING BAYS
- PROPOSED TRAFFIC SAFETY PROTECTION WANDS FOR CYCLISTS
- PROPOSED FLOATING BAYS SAFETY BUFFER FOR CARS
- PROPOSED CYCLE PARKING HUB
- PROPOSED BUS BORDER
- EXISTING DRIVEWAY

NOTES

- All dimensions are in metres unless otherwise specified.
- Do not scale from this drawing.
- Key design elements:
 - 2.5m wide westbound cycle lane.
 - 3.25m single traffic lane.
 - 2.5m parking/loading bays.
 - 0.5m buffer between parking bays and cycle lane.
 - Parking and loading quantity provisions to be retained as per existing conditions.

Rev	Date:
Rev	Date:
Status: (tick ✓ as appropriate)	
INFORMATION	SURVEY
DESIGN	TENDER
AS-BUILT	FEASIBILITY
	WORKING DRAWINGS

Drawn:	Signed:	Date:
Designed:	KI	April 2021
Checked:	KI	JUNE 2021
Approved:	CHECKED	
File/Acad ref:	APPROVED	
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Project Name	COVID19- Proposed Temporary Cycle Lanes	
Drawing Title	259 Westbound Temporary Cycle Lane Extension (Bowling Green to Wharf Road) -A3 SIZE	
Drawing No	Scale	Rev
HD-BHCC-A259TCLW/04	NTS	A

Active Travel Fund

Communications Plan

Background

Brighton & Hove City Council submitted a bid for Tranche 2 of the Department for Transport (DfT)'s Active Travel Fund (ATF) on 7 August 2020 to support the design and delivery of five key Active Travel Corridor schemes in the city, including complementary measures.

The key schemes are:

- 1 Western Road - permanent pedestrian improvements.
2. Preston Circus to Patcham Roundabout (A23) – permanent improvements to existing cycle route and key junctions
3. Old Shoreham Road (A270) – continuation of existing temporary cycle route and associated complementary measures
4. Seafront (A259) – continuation of existing temporary cycle route and associated complementary measures
5. Madeira Drive – temporary scheme to re-open the road to eastbound traffic, provision of a two-way cycle lane, improvements to disabled parking

A public and stakeholder consultation was carried out in February/March 2021 on four of the schemes, this sought views on the existing schemes (those implemented following the award of funding from Tranche 1) and the further temporary and permanent proposals. Please note for Madeira Drive, this consultation is being dealt with separately to the four main scheme consultations for this plan, as it is being delivered earlier than the other schemes and through the Experimental Traffic Regulation Order (ETRO) process, building on feedback from previous experimental schemes. However, communications plans and activities will cover Madeira Drive as well as the other schemes.

Communications

DfT has also instructed councils to implement a clear communications plan post consultation.

Activities

Further consultation on permanent schemes	Further public and stakeholder consultation will be carried out on the detailed design of the London Road A23 improvements to the cycle route and key junctions. Public and stakeholder consultation will also be carried out on the Western Road Traffic Regulation Order (TRO), including with businesses, residents and others in the immediate area.
Consultation informing design	Demonstrate how public and stakeholder feedback and comment informed design changes to both the permanent and temporary schemes, including specific examples of where changes have been made, what feedback prompted the changes and how we have been working with stakeholders to inform new designs.

Ongoing scheme engagement	<p>Show how the council is continuing to work with stakeholders and community groups during the ongoing detailed design and construction of ATF schemes, both permanent and temporary.</p> <p>Communicating how all sections of the community can get involved, put forward suggestions and raise concerns; and how concerns are being addressed to ensure changes work for all.</p>
ATF scheme works	Proactively communicate to residents and businesses likely impacted by scheme construction of the work being carried out and steps being taken to minimise disruption ahead of time.
ATF schemes in wider context of council goals/policies	Communicate how ATF schemes fit with the wider context of council transport planning, including the Local Cycling and Walking Infrastructure Plan (LCWIP), Local Transport Plan 5 (LTP5), Corporate Plan 2020-23 and Carbon Neutral 2030.
ATF schemes and Climate Assembly recommendations	Communicate how ATF schemes align with recommendations set out by the city's Climate Assembly and Youth Climate Assembly in 2020.
Demonstrate how schemes support and encourage active, inclusive, and sustainable travel	Using case studies, showing how scheme changes have supported active, inclusive and sustainable travel and transport and encouraged behaviour change.
Supporting active travel and transport in the city	Raise awareness of ongoing wider work the council is doing to support active travel, and benefits of active and sustainable travel in Brighton & Hove, including: Cycle training for children and adults, School Streets, road safety, introduction of cycle hangars, BTN BikeShare, expansion of electric vehicle infrastructure, eCargo Accelerator Project, BetterPoints Move for Change challenge.

Communication channels

Online: BHCC website, BHCC social media, Information shared directly by email with key stakeholders

Traditional: Case studies, Printed press, Displays in libraries/community centres, Posters/banner/bus stop advertising, For the further public consultation planned - public information sessions in community location/s (subject to Covid-19 requirements / restrictions), letters to properties in the vicinity of schemes

Equality Impact and Outcome Assessment (EIA)

EIAs make services better for everyone and support value for money by getting services right first time.

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users. They analyse how all our work as a council might impact differently on different groups. They help us make good decisions and evidence how we have reached these decisions.

See end notes for full guidance.

1. Equality Impact and Outcomes Assessment (EIA)

Title of EIA	Active Travel Fund Programme – Tranche 2 (July 2021)	ID No.	
Team/Department	City Transport		
Focus of EIA	<p>The coronavirus (Covid-19) pandemic has transformed the way transport across Brighton & Hove is, and will, continue operating. With the implementation of national guidelines and emergency legislation to manage the impact of the public health crisis, the Government set an imperative in 2020 for Local Authorities to meaningfully reallocate road space for walking and cycling to encourage more active travel.</p> <p>In response, the Council set out measures in its Covid-19 Urgent Response Transport Action Plan (the 'Action Plan') that would enable people to travel and exercise safely, follow physical distancing rules, support the city's economic recovery and provide a lasting legacy of sustainable, safer transport.</p> <p>The measures affect all users of the city's transport network – its roads, cycle paths, footways, and public transport services – and the Council's key providers / contractors who help to deliver and maintain the network. Using specific funding for active travel awarded by the Department for Transport</p>		

	<p>(DfT) the Council delivered a number of temporary changes under the Action Plan, including 8km of protected cycle lanes, 1km of widened pavement, pedestrian improvements and signage across the city centre.</p> <p>Before these changes were implemented an overarching Equality Impact Assessment (EIA) - EEC19 - was undertaken on the Action Plan in June 2020. This was updated in September 2020 following implementation of the temporary changes. EIA EEC19 has been used as the basis of this new assessment, focusing on further permanent and temporary active travel changes to be implemented as part of a second tranche of DfT funding awarded in November 2020. It has also been informed by public consultation, engagement activities, contact from customers, and national and local data/intelligence.</p> <p>Specifically, the transport schemes included under the second tranche of Active Travel funding are:</p> <ol style="list-style-type: none"> 1. Madeira Drive - one-way layout including improvements for pedestrians, cyclists, blue badge holders and businesses (loading). 2. Old Shoreham Road (A270) - continuation of lightly segregated temporary cycle lanes to the west. Junction improvements and complementary measures including modal filters and a cycle lane on Nevill Road. 3. A259 - continuation of lightly segregated temporary westbound cycle lane. 4. A23 - upgrading of cycle lanes to include segregation, key junction improvements, and new contraflow on Stanford Avenue section. 5. Western Road - key pedestrian and area improvements. <p>This overarching EIA considers any broad, disproportionate impacts of these changes. Individual EIAs for each of the above schemes will be undertaken to highlight any unique factors that might have disproportionate effects on people with protected characteristics.</p>
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2. Update on previous EIA and outcomes of previous actions

The actions listed below are part of EIA EEC19, but also apply to the Active Travel Fund Programme – Tranche 2.

What actions did you plan last time?	What improved as a result?	What <u>further</u> actions do you need to take?
Ensure details of the changes to the transport network are published publicly	Public consultation on the schemes took place 1 February to 14 March 2021 and a section of the website (One Journey Better) dedicated to the active travel changes means there has been greater transparency about the proposals. 4,695 consultation responses were received.	Ensure the information published includes a rationale for why these changes are happening and the process being followed, for greater transparency and understanding.
Share information about transport changes with local community / representative groups to disseminate widely	Information about the proposed changes and public consultation was shared directly with a wide range of organisations and groups across the city. This information was also made available in alternative formats and other languages. An Active & Inclusive Travel Forum was established, bringing key stakeholders together to exchange of information and views on schemes and initiatives that support more active and inclusive forms of transport. As a result, Councillors, stakeholders and community groups have been able to share any views and concerns about the changes ahead of implementation, as well as highlighting potential impacts on specific communities.	Continue to engage through the Active & Inclusive Travel Forum and other equality and community groups. Include information on support for carers to travel with their cared for relatives/friends.
Ensure measures that reallocate road space for walking and cycling meet accessibility standards and are an appropriate width to accommodate adapted cycles and child	Disabled people, those with reduced mobility, and cyclists travelling on adapted cycles have been able to utilise the cycle lanes and pedestrians with mobility aids	Continue to review and consider feedback on the accessibility of the transport changes to meet a wide range of needs.

trailers	have been able to move around the city safely.	
Ensure that the placement of new signs and barriers do not cause obstructions for disabled users	Disabled pedestrians and cyclists are able to move around the city safely, whilst physically distancing.	Seek opportunities to make road layout changes more obvious / visible for people with sight impairments.
Ensure essential access for disabled people is maintained in areas where road space is reallocated	Overall, the number of disabled parking bays has not reduced as a result of the transport changes to-date and will not be affected by the proposed Tranche 2 changes. Where concerns about disabled access have been raised, traffic regulation orders have been amended and alternative/additional provision has been sought in partnership with disabled community representatives.	As above - continue to review and consider feedback on the accessibility of the proposed changes to meet a wide range of needs. Review and look to increase disabled parking provision where required.
Set up account with an interpreting service to manage requests for information in other languages, and publicise the service	Consultation materials were made available in other languages on request – translations and interpreting service commissioned as requested.	Continue to monitor and review uptake of interpretation offer.
Continue to promote and publicise Access Fund schemes for sustainable travel, alongside changes to the transport network	The DfT Capability Fund replaces the Access Fund from 2021 but provides a continued focus on encouraging travel behaviour change. A focus on facilitating more active travel among underrepresented groups, as well as supporting access to education and employment will remain, alongside delivery of a School Streets programme.	Monitor uptake and impact of Capability Fund initiatives.
Ensure short-term transport measures do not undermine the critical capacity of the transport network	There has been an increase in the number of cycle trips on several key routes, but congestion levels have also increased in some areas. Under an experimental traffic regulation order measures can be altered	As more people return to work, seek measures that will help reduce congestion in the city. Consider impact of permanent transport changes on the capacity of the network.

	quickly, in response to these impacts.	
Ensure pavement widening measures that support physical distancing take account of people gathering near places of worship, community 'hubs' and shops	Reallocating road space in busy retail and city centre areas is creating more outdoor space for communities to enjoy safely, whilst supporting the local economic recovery.	Continue to monitor, review and amend measures as necessary.
Ensure the Action Plan supports areas that are 'transport poor' and people in areas of multiple deprivation	Temporary cycle lanes are supporting key commuter journeys and providing new facilities where there were previously very few. Data on usage and walking and cycling uptake since the temporary changes, as well as feedback through the public consultation, has informed the development of proposed permanent changes.	Continue to monitor, review and amend measures as necessary.

3. Review of information, equality analysis and potential actions

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
Age	<ul style="list-style-type: none"> Residents of Brighton & Hove: <ul style="list-style-type: none"> 45,375 (15.6%) 0-15yrs old 206,515 (71.1%) working age 38,505 (13.3%) aged 65+ 41% of people aged 65+ live alone. 18.7% of older people are income deprived. Over 60s are amongst those most vulnerable to infection and at risk of falling seriously ill, but the national Covid-19 vaccination programme is significantly reducing the risk of serious illness/hospitalisation in older adults and the population as a whole. There are 31,643 older persons bus pass holders in the city. These bus passes provide national travel for eligible holders between the 9am and 	<ul style="list-style-type: none"> Dedicated cycle lanes make is safer and easier for children to cycle to school. Concern for safety of children using cycle lanes that cars have to cut across to access/exit side roads. E-bikes provide an opportunity to get older people cycling. Opportunities for cycling and walking facilities near schools and nurseries are important, particularly with physical distancing rules in place and to encourage more families to send their children back to school. Increased congestion and/or removal of parking spaces linked to temporary changes can affect how efficiently care workers and others assisting vulnerable people can operate. A focus on improving 	<ul style="list-style-type: none"> Covid-19 may be having a disproportionate effect on the elderly, by discouraging them from travelling at the busiest times of day. More families and children will be travelling on popular routes to education settings as lockdown restrictions ease and there is a risk that car journeys will increase. Some parents may be reluctant to send their children back to school during the pandemic, so creating a safe environment for families travelling to school and around these settings is important. If temporary 	<ul style="list-style-type: none"> Seek opportunities to reallocate road space near schools to facilitate active travel and support physical distancing as more children return to education. Work with local charities / organisations supporting older people to travel more actively. Utilise government funding secured for school transport and travel demand management to provide additional, safe public transport options for children travelling to school Monitor the impact of transport measures on levels of vehicle traffic and take steps to reduce congestion. Focus on wider pedestrian benefits in all schemes

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	<p>11pm on weekdays and anytime at the weekend.</p> <ul style="list-style-type: none"> Between 1 March and 31 August 2020 there have been over 28,700 journeys made by older people before 9am. Younger people have a lower risk of becoming seriously ill or dying from Covid-19. Covid-19 lockdown has led to many children needing to be home schooled - families with fewer resources are at risk of their children having worse attainment outcomes than families with more financial security and social capital. 	<p>commuter routes disproportionately impacts retired people and school age children whose preferred destinations are not linked to employment.</p> <ul style="list-style-type: none"> Less able older people can find crossing cycle lanes intimidating if they are not able to move as quickly as others. Younger people regularly use the direct cycling and walking routes to access education and employment in the city. Older people are more vulnerable to cycle / pedestrian conflict issues and poor quality pavements 	<p>transport measures only focus on enabling safe commuter trips, this is less likely to support older and younger people to safely reach their key destinations (e.g. schools, retail centres, healthcare settings)</p>	
Disability	<ul style="list-style-type: none"> 51,000 (22%) of adults in the city have two or more long term health conditions 19,000 (8%) of adults in the city have mental and physical disabilities Children and young people with Special 	<ul style="list-style-type: none"> Blue Badge parking provision needs to be reviewed and improved. If existing disabled parking bays are relocated for temporary / permanent transport measures, these need to be as close as possible to 	<ul style="list-style-type: none"> Partially-sighted and blind people will not necessarily be aware of changed road layouts Disabled car users may not be able to access areas of the city easily or safely 	<ul style="list-style-type: none"> Continue to offer 24 hour travel for disabled bus pass holders within Brighton and Hove. Reduce, as far as possible, any physical barriers as part of transport changes that would create accessibility

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	<p>Educational Needs and Disabilities (SEND) have been significantly affected during lockdown with 70-80% reporting worsening mental health concerns</p> <ul style="list-style-type: none"> • There are c.11,000 blue badge holders in the city, 2.5% are held under hidden disability • There are c. 6,500 disabled concessionary bus pass holders in the city. These bus passes provide free bus travel (24 hours) for eligible holders within Brighton and Hove and are available for use during statutory times in other areas. • Between 1 March and 31 June 2021 there have been over 52,000 journeys made by disabled bus pass holders before 9am. A total of 4,906,809 journeys have been made between 9am and 4am by combined concessionary pass holders in this time. 	<p>previous bay locations.</p> <ul style="list-style-type: none"> • Loss of pay & display parking negatively affects disabled car users who may also have used these spaces to park with their Blue Badge. • More Blue Badge parking is needed near other accessible facilities, e.g. Changing Places, and popular shopping areas and leisure destinations. • Change of 24hr disabled parking to 3hr spaces limits access to employment for disabled workers who rely on extended hours and limits the length of time disabled car users can visit areas of the city. • Specific detail on any temporary changes to disabled parking bays needs to be publicly available as soon as possible when implementing schemes. • The needs of drivers of larger vehicles with large 	<p>and may avoid travelling or have to travel further distances to reach disabled parking bays.</p> <ul style="list-style-type: none"> • Changes to the transport network may exclude disabled people from areas they were previously able to access easily. • Obstructions and inaccessible cycling infrastructure may discourage disabled people from travelling actively. • Physical distancing rules and the need for more personal protection may make it difficult for carers and disabled people to travel safely in the city. • Information about the transport changes should be clear, accessible and 	<p>issues for wheelchair users and people with mobility impairments e.g. ensuring footway extensions are flush to the existing infrastructure and dropped kerbs are provided where appropriate.</p> <ul style="list-style-type: none"> • Ensure temporary barriers, signs and businesses do not cause obstructions on the pavement through timely enforcement action. • Maintain access in scheme areas for disabled people travelling in cars / taxis. • Maintain access to existing blue badge bays wherever possible or relocate nearby if suspended. (N.B. Disabled badge holders can park on yellow lines for up to 3hrs if not causing obstruction). • Ensure sufficient parking provision to accommodate larger

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	<p>Non-pandemic estimates would see c. 11,750,000 journeys made by concessionary pass holders during this time.</p> <ul style="list-style-type: none"> • New, renewal and replacement applications for bus passes have continued as usual during the pandemic with 25,110 being issued during this time. • Between 1 March and 31 August 2020 there have been over 28,700 journeys made by older people before 9am. This finished on 1 September to allow capacity on the buses for school children to return. 	<p>mobility aids should be considered when designing disabled parking bays.</p> <ul style="list-style-type: none"> • Appropriate 'buffer zones' around disabled parking bays are important for people unloading heavy, large disability equipment. • Access restrictions on roads with disabled parking feel like a curfew. • Restricting vehicle access to roads is also restricting access to other important facilities for disabled people • There is a need for better cycle parking for adapted cycles used by disabled people. • Cycle parking should be accessible for disabled people (i.e. not needing to lift cycles, etc.). • The width of cycle lanes should safely accommodate adapted cycles and passing space. • People with sight loss are affected by difficulties 	<p>available in a range of formats, including different languages and BSL.</p> <ul style="list-style-type: none"> • Roads and pavements need to be well-maintained and free of obstructions to ensure disabled people can travel around the city safely. 	<p>disabled vehicles.</p> <ul style="list-style-type: none"> • Ensure that transport changes do not unwittingly restrict access to other accessible facilities • Incorporate accessible crossings into temporary measures wherever possible • Share information about the changes with local representative groups for wider dissemination • Increase accessibility and inclusivity of information on the changes and the mechanisms for feeding back views • Utilise the support and expertise of representative groups to ensure information is as accessible as possible and actions are targeted to ensure a broad spectrum of concerns are addressed. • Maximise the width of new and existing cycle infrastructure where

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
		<p>navigating and seeing changes to signage, barriers and judging distances from other people.</p> <ul style="list-style-type: none"> • Obstructions on the highway and footway (e.g. A-boards, tables & chairs, tree routes and cycle storage) and the condition of the pavements/roads put disabled road users at greater risk. • Flat surfaces and dropped kerbs are important for people using mobility aids. • Some disabled people rely heavily on carers to travel safely and easily around the city. • Information shared publicly about the transport changes must be accessible and inclusive, as well as the mechanisms for feeding back views. • Disabled people are more likely to be anxious about coming out of shielding and returning to work. 		<p>possible to ensure they are accessible to all types of adapted cycles with appropriate dropped kerbs for easy access.</p> <ul style="list-style-type: none"> • Ensure cycle lanes on the carriageway do not compromise the safety of existing controlled crossings with the use of low-level cycle signals and cycle stop lines as needed. • Ensure light separation on temporary cycle lanes has breaks of sufficient width to allow access for larger adapted cycles and that barriers are of a suitable height not to impede sightlines. • Ensure bus stops are still accessible for visually impaired people following footway widening adjacent to bus stop infrastructure.

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
		<ul style="list-style-type: none"> • Bumps at crossings, controlled crossings and central waiting spaces are helpful for sight impaired people crossing roads. • Both audible and tactile indicators at pedestrian crossings are important for those with sight and/or hearing impairments. • People with learning disabilities can find it more difficult to understand transport principles/etiquette, e.g. black and white crossings across a cycle lane. • Congestion at popular bus stops can make it difficult for disabled people to access and exit buses safely. • Disabled people / people with mobility issues generally find access in their local area poor. 		
Gender reassignment	<ul style="list-style-type: none"> • There are at least 2,760 transgender adults living in Brighton & Hove and many more visit, study or work in the city. 		<i>No specific impacts identified for this group.</i>	

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	<ul style="list-style-type: none"> Transgender people are more likely to be unemployed, disabled/live with long term conditions and/or mental illness. 			
Pregnancy and maternity	<ul style="list-style-type: none"> 25% of households in the city have dependent children. 	<ul style="list-style-type: none"> Cycle lanes should be wide enough to accommodate cycles with child trailers/tagalongs. Dedicated cycle lanes make it safer and easier to cycle with children. 	<ul style="list-style-type: none"> A significant number of people may need / choose to travel as part of a family unit. 	<ul style="list-style-type: none"> Ensure changes are designed with family travel in mind, e.g. space and safety.
Race/ ethnicity Including migrants, refugees and asylum seekers	<ul style="list-style-type: none"> 19.5% of the city's population are from BAME groups, 80.5% are White British. 7.36% of the Council's workforce are from BAME groups. 8.3% of the population do not speak English as their preferred or first language. People on low incomes or who are unemployed are more likely to be from BAME groups and residents from some BAME communities are more likely to be in the city's most deprived 	<ul style="list-style-type: none"> Some people from BAME groups need accessible cycling proficiency lessons in their native language and access to subsidised / free cycles. Awareness amongst BAME communities of their increased risk to COVID-19 causes significant anxiety. This anxiety, in addition to misunderstandings about guidelines, and being less likely to have outdoor space at home, impacts on people's ability to go outside and exercise, also affecting mental health. 	<ul style="list-style-type: none"> People from BAME groups are more likely to be in roles where travel to work is unavoidable and where they are unable to change their working hours to travel at less busy times. People from BAME groups are more likely to use the transport network during lockdown as key workers, bus/taxi/delivery drivers. People who do not 	<ul style="list-style-type: none"> Take steps to minimise non-essential travel by others, to make it easier for this group to access the transport network safely for essential journeys. Ensure interpreting services are available to support customers whose first language is not English. Share information about the transport changes with local groups for wider dissemination to different communities. Ensure Capability Fund schemes that promote

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	<p>neighbourhoods.</p> <ul style="list-style-type: none"> • People from BAME groups constitute a disproportionately high number of key frontline workers – public transport drivers, cleaners, carers, Band 5 nurses, etc. • People from BAME groups are more likely to have underlying health conditions that make them more vulnerable to Covid-19. • People from BAME groups are 4 times as likely to have no outdoor space at home. • People from BAME groups are less likely to access culture and leisure facilities. 		<p>speak English / have poor English may struggle to access information about the transport changes that would help keep them safe.</p> <ul style="list-style-type: none"> • BAME groups are more likely to use reallocated road space as key workers needing to travel to work. 	<p>sustainable transport and support access to employment and education, are well publicised amongst BAME communities.</p>
<p>Religion or belief</p>	<ul style="list-style-type: none"> • 49% of the city's population have a religion. 		<ul style="list-style-type: none"> • A significant portion of the population may wish to travel to places of worship during lockdown and as restrictions ease, and/or to congregate / travel for religious 	<ul style="list-style-type: none"> • Ensure there is sufficient pavement space near places of worship for pedestrians to physically distance when they gather.

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
			ceremonies (e.g. burials) / events / festivals in the city.	
Sex/Gender	<ul style="list-style-type: none"> The gender split of Brighton & Hove's population is even (50/50) 46% of BHCC City Transport staff are female, 54% are male (Q4, 2020-21) Women tend to be the primary carer at home and are less likely to be in full-time employment A majority of the Council's care workforce is female. In the city, 58% of carers are women rising to 62% of those providing care for 50 hours or more a week. The majority of caregivers, at home and in our communities, are also women. Women are more likely to feel unsafe walking alone than men, particularly after dark. 71% of all women in the UK have experienced 	<ul style="list-style-type: none"> Obstacles on cycling routes are more likely to impact women who may be travelling with children and larger, adapted cycles / cargo cycles Women are more likely to cycle if they feel the route is safe (both physically and socially) Women are more likely to be travelling with children on 'the school run'. Streetlighting in the city needs to be improved to make women in particular, feel safer. 	<ul style="list-style-type: none"> Women are more likely to use the transport network during periods of national/local lockdown as key workers. Women are more likely to be travelling on the network with family members, as primary carers. Provision of protected cycling infrastructure, separated or away from motor traffic, is more likely to encourage women and families to cycle. Women may be encouraged to walk and cycle more, particularly after dark, when they feel safer doing so. 	<ul style="list-style-type: none"> Consider the needs of key workers (e.g. care workers accessing clients' homes) when making changes to the transport network, (e.g. removing parking spaces). Ensure the design of cycling facilities is inclusive, (e.g. maximising the width of cycling infrastructure to ensure accessibility for all types of adapted cycles, installing dropped kerbs for easy access, and removing physical barriers/obstructions wherever possible) Ensure light separation on temporary cycle lanes to provide greater protection vehicle traffic for users Seek opportunities to reallocate road space

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	<p>some form of sexual harassment in a public space, with the figure increasing to 86% among 18- to 24-year-olds. Incidents of street harassment are generally under-reported.</p>			<p>near schools to facilitate active travel and support physical distancing as more children return to education.</p> <ul style="list-style-type: none"> Consider ways to 'design out crime' as part of developing safer walking and cycling routes and proposals to improve lighting in public areas.
Sexual orientation	<ul style="list-style-type: none"> 11-15% of the city's population is estimated to be lesbian, gay or bisexual. The city is known for being a welcoming place for LGBTQ+ people and hosts large-scale annual events such as Pride. The Covid-19 lockdown restrictions closed many public spaces, including LGBTQ+ pubs, clubs, cafes, shops (some permanently because of the financial impacts) and cancelled major annual events, providing no opportunity for members of the community to come 		<ul style="list-style-type: none"> As the city begins to reopen and restrictions on movement ease, there have been calls to reinstate mass gatherings / events / festivals that would affect traffic in the city and increase visitor numbers 	<ul style="list-style-type: none"> Ensure capacity on the transport network is not compromised by the transport measures Ensure transport measures complement those that are usually required for large-scale events

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	together.			
Marriage and civil partnership	<ul style="list-style-type: none"> There are 8,635 lone parent families in the city – lone parents in particular, experience problems coordinating work time with childcare and education. The registration service resumed ceremonies for marriage and civil partnerships on 6 Aug 2020. People can choose to hold ceremonies in Brighton Town Hall, located in an area where vehicle access is temporarily restricted. 	<ul style="list-style-type: none"> Couples holding a ceremony are not choosing to approach the Old Town as they are not sure whether they can access the area with a ceremony car. 	<ul style="list-style-type: none"> Lockdown restrictions may have a disproportionate impact on lone parents as safe transport options are more limited / they have to change the way or times that they usually travel. People may be dissuaded from holding a wedding / civil partnership ceremony in Brighton. 	<ul style="list-style-type: none"> Ensure changes are designed with family travel in mind, e.g. space and safety Take steps to discourage people from travelling at peak times when lone parents may have no other choice but to. In areas where vehicle access is restricted, permit access for ceremony cars.
Community Cohesion	<ul style="list-style-type: none"> Nationally – adults living alone are over 50% more likely to experience loneliness during lockdown. 		<ul style="list-style-type: none"> There may be an increased desire for communities to gather, particularly as lockdown restrictions ease. There have already been public gatherings for mass 	<ul style="list-style-type: none"> Ensure transport measures include a focus on facilitating safe mass gatherings.

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
			protests in the city.	
Other relevant groups	<ul style="list-style-type: none"> Many of those in key worker roles who are under 60, are on low incomes The largest employment sector in Brighton & Hove is retail (14% of employees). Health and social care (13%), and Education (12%) are the next largest sectors 		<ul style="list-style-type: none"> People on low incomes may not be able to afford alternative, safer modes of transport that support physical distancing. As sections of the local economy start to reopen following the transition out of lockdown, a significant proportion of the employed population are returning to work, accessing leisure and shopping areas and therefore needing to travel. 	<ul style="list-style-type: none"> Ensure Capability Fund schemes that promote travel behaviour change and support access to employment and education, are publicised. Ensure there is sufficient space to move safely in retail areas and places with heavy footfall for shoppers and other pedestrians to be able to physically distance.
Cumulative impact	<ul style="list-style-type: none"> There is a strong link between deprivation and people living with disabilities in the city. 49,833 (17.2%) of Brighton & Hove residents live in one of the most deprived 20% of areas in 	<ul style="list-style-type: none"> Safe walking and cycling routes, including improved access to the public transport network, give people alternatives to increasingly unaffordable car ownership. 	<ul style="list-style-type: none"> Disabled people may be more likely to struggle to travel for access to work. Covid-19 is having a proportionally higher impact on the most deprived areas. 	<ul style="list-style-type: none"> Work with representative groups in the city to understand the key transport and travel issues for disabled people. Continue to target travel support, via the Capability

Groups to assess	What do you know?	What do people tell you?	What does this mean?	What can you do?
	England			Fund Programme, at those struggling to access employment <ul style="list-style-type: none"> • Ensure the transport changes support areas that are 'transport poor' and people in areas of multiple deprivation

Assessment of overall impacts and any further recommendations

The city's transport network is used by everyone and therefore, any changes to the network have the potential to impact on all groups of people with protected characteristics under the Equality Act 2010.

The Active Travel Fund Programme Tranche 2 measures have been developed to swiftly and meaningfully reallocate road space to cyclists and pedestrians, including on strategic corridors, in line with Department for Transport guidelines and in response to the Covid-19 pandemic. While the early transport measures aimed to reduce the spread of the virus by increasing capacity for walking and cycling, the Tranche 2 measures aim to support uptake of healthy and active travel longer term, and keep the city moving.

The Tranche 2 measures have recently been subject to public consultation and, if implemented, the groups identified as most at risk of being disproportionately affected are disabled people, those from BAME groups and women. It is important that the changes:

- meet physical accessibility standards, so as not to negatively impact disabled people,
- as a priority, retain and improve disabled parking provision and maintain disabled access,
- minimise obstructions on the highway, particularly where a road layout has been altered,
- are communicated in clear, accessible and multiple formats,
- consider pedestrian and cyclist safety and ways to 'design out crime',
- take into account the journeys made by key workers and family carers, who are more likely to be female and from BAME groups,
- encourage people to travel more actively to reduce levels of congestion on the roads,
- facilitate the safe reopening of the city by supporting people to access employment, education, retail and leisure.

Continued engagement with organisations representing equality groups about the impacts of planned and implemented measures will be important for ensuring issues and concerns for specific communities are picked up and addressed.

In addition, officers should continue to utilise the Experimental Traffic Regulation Order (ETRO) process to adapt measures already in place in response to feedback from the public.

4. List detailed data and/or community feedback that informed your EIA

Title	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with?
Blue Badge and Concessionary Travel team database	June 2021	Will not reflect the entire disabled resident population of the city	Engage with representative groups to understand the key transport and travel challenges faced by disabled people during the pandemic
Brighton & Hove Joint Strategic Needs Assessment	2019	None identified	
Local Insight profile for Brighton and Hove area, OCSI	June 2020	None identified	
BHCC OPD Known Data	Q4, 2020-21	Staff who have not declared their gender, ethnicity or any disability	No action planned – staff have a right to withhold this information
Stakeholder engagement on the developing Local Cycling and Walking Infrastructure Plan (LCWIP) including strategic networks for walking and cycling	June 2020 & September 2020	Not necessarily reflective of wider resident/visitor/business views – only involved key stakeholders	Gather wider range of views on the transport changes via online survey and direct engagement / consultation activities
Customer contact via transport.projects inbox	From March 2020 onwards	Largely reflects views of people who are against changes / wish to complain	Gather wider range of views on the transport changes via online survey and direct engagement / consultation activities
ONS Data – Coronavirus and loneliness	June 2020	National dataset – not available at Local Authority level	No action planned

Title	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with?
Comments submitted on Experimental Traffic Regulation Orders	July 2020 onwards	None identified	
Feedback via the online public survey about the temporary measures	June – December 2020	Online survey not accessible to all.	Alternative mechanisms for people to feed back their views provided.
Informal working group with community representatives	June – December 2020	Not all equality groups represented. Disabled representatives included in the group from late August 2020.	Engage directly with wider representative groups and through the Active & Inclusive Travel Forum
Meetings with disability representatives and councillors	August, December 2020	Mainly focused on issues for disabled car users, not the wider disabled community	Continue to engage with a wide range of disability groups
Direct engagement by email to community groups for their feedback on the temporary changes	August/ September 2020	Responses not received from all groups Some feedback indicated information was hard to follow.	Simplified summary of the changes and the process being followed created using easy read information.
Direct feedback from councillors on schemes	May 2020 onwards	Not all councillors have shared views	Continue proactively sharing details of planned and implemented measures with councillors inviting feedback
Equalities and Access Workstream Report: Community impacts of COVID-19 lockdown on women, BAME, faith, LGBTQ and disabled communities in Brighton & Hove	August 2020	No specific mention of impacts of Covid-19 on movement around the city, although it can be assumed that other impacts identified would directly or indirectly affect this.	No action planned

Title	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with?
Feedback from customers via the Customer Feedback team	August 2020 onwards	Largely reflects views of people who are against changes / wish to complain	Gather wider range of views on the transport changes via online survey and direct engagement / consultation activities
Brighton & Hove City Tracker survey	2018	None identified	
UN Women report on sexual harassment in public spaces	March 2021	Nationally focused	
Engagement with CCG	September 2021	None identified	
Feedback from public consultation on the Tranche 2 Active Travel Fund proposals	29 Jan – 14 Mar 2021	Low response rates from BME groups and younger age groups	Utilise other methods of engagement to reach these portions of the population.
Active and Inclusive Travel Forum	April 2021	Not all key stakeholders / community representative groups have committed to being members of this Forum	Ensure engagement continues with community organisations outside of the Forum
Feedback from the Disabled Car Users Advisory Group	December 2020 onwards	Not representative of entire disabled community in the city	Ensure wider engagement with the disabled community, e.g. through established partnerships / forums and public consultation
Deputations, letters and questions to Environment, Transport & Sustainability Committee and Tourism, Equalities, Communities & Culture Committee	June 2020 onwards	May not reflect a majority public view	Also consider outcomes of wider engagement with the public and stakeholders, e.g. through established partnerships / forums and public consultation

5. Prioritised Action Plan

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
All	Ensure clear, accessible, timely and inclusive information about the changes to the transport network and is published publicly, as well as the process being followed	More people aware of what the council is doing and why, and can plan their journeys accordingly	Fewer public enquiries about the changes	As and when changes to the transport network are made and/or altered
All (particularly disabled people, BAME groups and carers)	Share information about transport changes with local community / representative groups in appropriate formats to disseminate widely	Wider groups are aware of the changes and can plan their journeys accordingly	Fewer public enquiries about the changes from specific groups of users	As and when changes to the transport network are made and/or altered
All (particularly underrepresented groups)	Engage further with local charities / representative groups in the city to understand the key transport and travel issues for specific communities / user groups	Feed back from specific communities / user groups will shape future changes	Fewer negative impacts / complaints about the measures from specific user groups	Throughout the planning and implementation phases of the transport measures
All	Provide alternative mechanisms for people to feed back their views.	People with limited or no access to the internet are able to constructively share their views on the changes	Wider range of views inform the design of future transport changes	Ongoing
Parents, Disabled people	Ensure measures that reallocate road space for walking and cycling meet accessibility standards	Disabled users of the transport network and families are able to utilise the new measures safely	No complaints from these groups about the changes	As and when changes to the transport network are made and reviewed

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
	and are an appropriate width to accommodate adapted cycles and child trailers	and without obstruction	Road safety audits not highlighting any issues with the design of schemes for disabled people	
Disabled people	Ensure that the placement of temporary signs and barriers do not cause obstructions for disabled users	Disabled people are unimpeded when using reallocated space	No complaints about the accessibility of the changes from disabled people or accident/injury caused	As changes to the transport network are planned and implemented
Disabled people	Ensure essential access for disabled people is maintained in areas where road space is reallocated	Disabled people are not prevented from accessing areas of the city they would otherwise be able to	No complaints about the accessibility of the changes from disabled people	As changes to the transport network are planned and implemented
Disabled people	Wherever possible, ensure disabled parking bays are not removed as a result of transport changes, but if this is necessary, relocate bays to the nearest possible site	Disabled car users are not disadvantaged or prevented from accessing areas of the city they were previously able to	No complaints about the accessibility of the changes from disabled people Numbers of disabled people visiting areas of the city subject to temporary changes are not reduced	As and when changes to the transport network are made and reviewed
Disabled people	Ensure sufficient parking provision to accommodate larger disabled vehicles	Disabled car users feel safer accessing and existing their vehicles	No complaints about safety or access from disabled car users	As existing transport changes are reviewed and new measures designed/implemented
BAME groups, women, vulnerable people	Specifically consider the needs of key workers, especially those caring for vulnerable residents in the city, as short-term	Key workers able to fulfil their duties unhindered	No complaints about the transport changes from vulnerable residents or key workers operating in the city	As changes to the transport network are planned and implemented

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
	changes to the transport network are planned			
Women, vulnerable and disabled people	Consider ways to 'design out crime' as part of developing safer walking and cycling routes and proposals to improve lighting in public areas	Women, vulnerable and disabled people feel safer walking and cycling in the city, particularly after dark. Greater uptake in walking and cycling.	Fewer reports of harassment on the streets and in public spaces	As part of the design and implementation of transport measures
People on low incomes	Continue to promote and publicise Capability Fund schemes for sustainable travel, alongside short-term changes to the transport network	People on low incomes are able to access work and education safely, whilst potentially using an alternative mode of transport	Uptake of support offer via the Capability Fund Programme	As changes to the transport network are planned and implemented
All	Ensure short-term transport measures do not undermine the critical capacity of the transport network	Increase in pedestrian, cycle and motor traffic can be safely accommodated as lockdown restrictions ease, there are more visitors to the city, and more public gatherings	Levels of congestion are at expected levels or below Fewer complaints about traffic and congestion in areas where temporary changes have been implemented Physical distancing rules are not compromised in places where people are gathering and the city does not enter a 'local lockdown'	As changes to the transport network are planned and implemented
All (particularly people who have a religion/belief, and specific community	Ensure pavement widening measures that support physical distancing take account	People are able to gather whilst physically distancing	No complaints about physical space on the transport network from communities / residents	As changes to the transport network are planned and implemented

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
groups)	of people gathering near places of worship, community 'hubs' and shops		wanting to gather	
Vulnerable groups (most deprived)	Ensure the transport changes support areas that are 'transport poor' and people in areas of multiple deprivation	Improved and alternative transport links provided in more deprived areas More connected communities with better links to essential services	Range of alternative transport options provided across the city	As changes to the transport network are planned and implemented
All	Assess wider impacts of transport changes on the local economy and health to limit any indirectly disproportionate impacts on equality groups	Communities more likely to be negatively impacted do not experience any worse outcomes as a result of the transport changes	Fewer cases of financial hardship and /or health concerns amongst equality groups related to access to transport	As changes to the transport network are planned

EIA sign-off:

Staff member completing Equality Impact Assessment: Katie Read

Date: 1 July 2021

Directorate Management Team rep: Mark Prior

Date: 7 July 2021

CCG or BHCC Equality lead: BHCC Equalities Team

Date: Under review (based on EIA EEC19 updated and signed off in September 2020)

Emergency Active Travel Fund – Tranche 1 – Public feedback survey results

Tranche 1 of the (Emergency) Active Travel Fund measures involved a requirement from government to implement swift reallocations of road space to walking and cycling in order to respond to the Covid-19 pandemic, within just weeks of receiving scheme funding. This involved the council putting in place measures (agreed at the June 2020 Environment, Transport and Sustainability (ETS) meeting) with Experimental Traffic Regulation Orders (ETROs), where traditional pre-consultation does not take place on schemes, instead consultation begins when the scheme is implemented temporarily and changes can be made quickly in response to feedback where required; before a future decision is made on how to progress with the scheme.

Putting schemes in place in this way presented challenges compared to more traditional schemes where pre-consultation takes place before any changes are made to the highway. One of the challenges of this was around communications, and the need to highlight why we were required to carry out schemes in this way, and that schemes were temporary and how feedback could be provided. A lot of misconceptions therefore circulated in response to this, including that schemes were put in place without consultation, that schemes were being made permanent without consultation, and that views were not being heard. This was not just the case in Brighton & Hove but was seen across the UK as experimental changes were put in place quickly in line with government requirements. This resulted in the council receiving a very large volume of communications, e.g. emails and online form responses, with unstructured feedback on the changes. We required a way to constructively channel this information and capture and manage feedback.

On 23 June 2020 a public feedback survey was therefore launched by the council in order to effectively capture views on all of the temporary measures which had been introduced under Tranche 1 of the (Emergency) Active Travel Fund. The survey was promoted via all council channels. New measures were added to this survey as they were implemented. This enabled the council to capture informal feedback on schemes as they were put in place, and to consider and respond to feedback raised as the schemes were in place – one of the advantages of experimental schemes compared to permanent changes.

The survey was not formal consultation on schemes but was intended to capture this feedback in a constructive way to feed into the schemes as they evolved. The feedback survey was open from 23 June until 31 December 2020, when it was closed in order for the council to separate this from the forthcoming Active Travel Fund formal consultation planned for February – March 2021, as agreed at the Special ETS committee on 18 December 2020.

A large response was received to the feedback survey as is shown below, however due to it not being formal consultation, there was opportunity for multiple responses which had the potential for abuse. The survey was also reactive and not proactive, i.e. not like a formal consultation where communications and postal materials would be focused on the areas around the scheme/s. Therefore the survey results have been utilised for the capturing of feedback which has informed scheme designs, as well as informing our approach to the *formal* consultation on some of the Tranche 1 schemes and others, which formed the Active Travel Fund formal consultation in February – March 2021.

A feature of the survey responses was that there was a large influx of responses once the survey opened, which then greatly reduced over time.

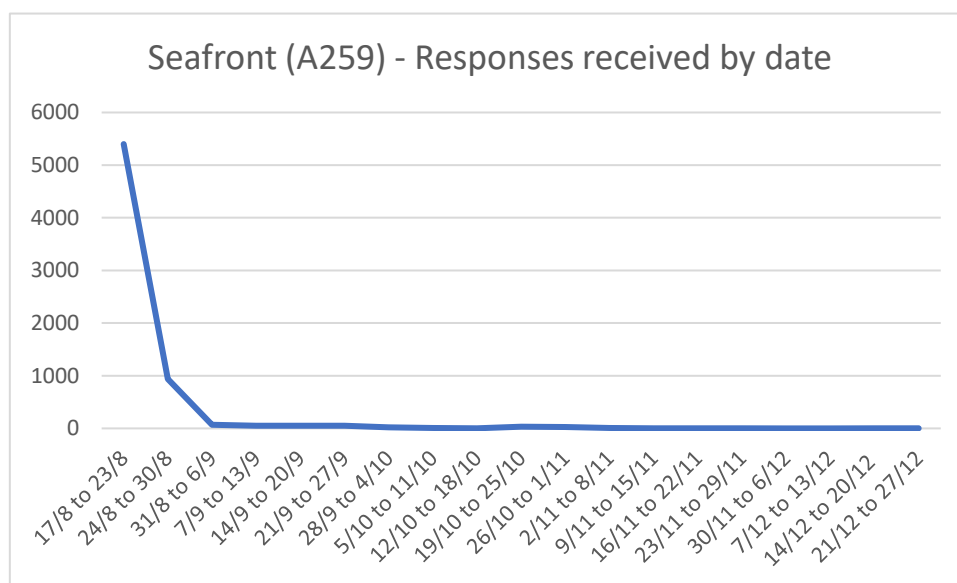


Figure 1 – Responses to Seafront (A259) feedback survey over time

This was particularly evident for the Seafront (A259) temporary cycle lane scheme, originally put in from Palace Pier Roundabout to Fourth Avenue. For this scheme the largest volume of responses (6339 responses, 95%) was seen in the first two weeks following the experimental scheme implementation. As a result of this early initial feedback, the scheme was adjusted based on the feedback, to remove a small section of the temporary scheme (Palace Pier Roundabout to West Street) as the implementation of the temporary cycle lane in this location was negatively affecting traffic congestion and bus operations. The evolving nature of temporary schemes enables changes such as this to be carried out based on feedback. As can be seen in Figure 1 above, the responses received for this scheme greatly reduced following this change to the scheme (the decision to make the changes was made on 27 August 2020 and the scheme was removed by early September 2020).

For the Old Shoreham Road, this scheme was put in place in May 2020, a month prior to the public feedback survey launching, however once the feedback survey launched a large number of responses were seen in the initial months of the survey going live, as can be seen in Figure 2.

The high number of responses in the early weeks of these schemes correlates with a settling down period, often seen when changes are made to the highway and road users are taking time to get used to a new layout. This is particularly true for temporary schemes that are put in place quickly.

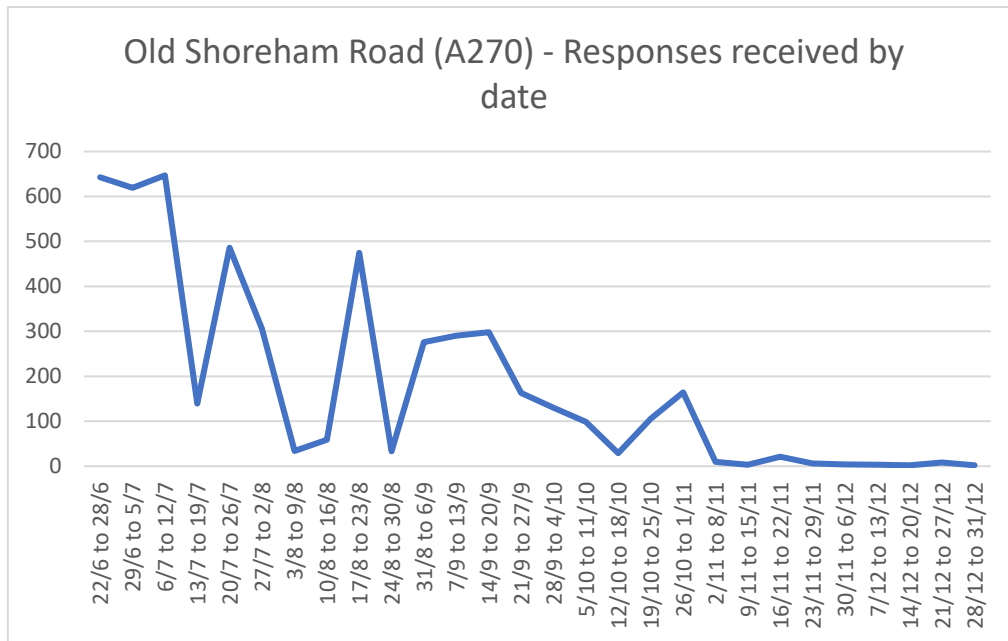


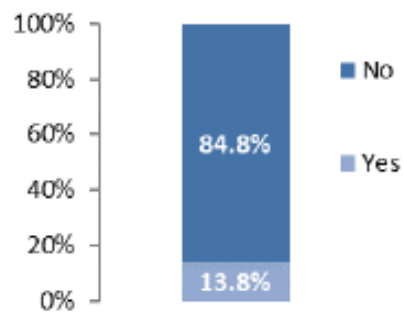
Figure 2 – Responses to Old Shoreham Road (A270) feedback survey over time

The results of the public feedback survey for the Seafront (A259) and Old Shoreham Road (A270) schemes are shown in the infographics below.

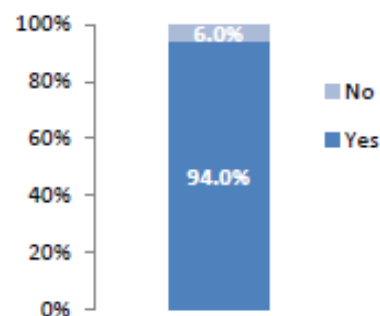
Seafront (A259) Temporary Cycle Lanes

31 December 2020
6666 Responses

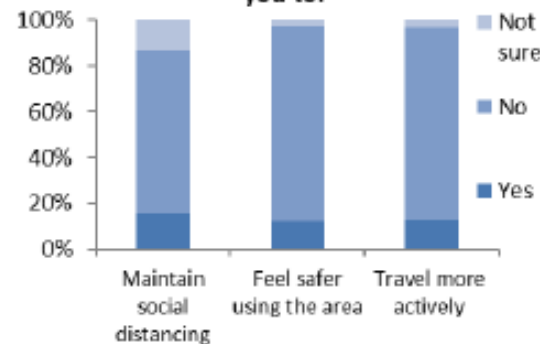
Overall, do you support the temporary cycle lane along the seafront (A259)



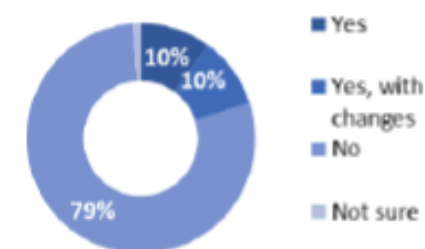
Have you travelled through the area since the temporary cycle lane was introduced?



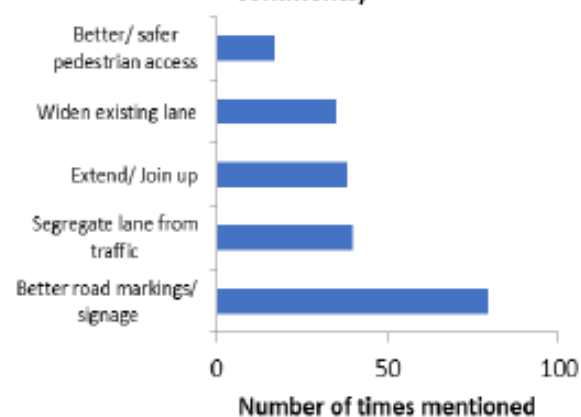
Has the addition of the temporary Seafront Cycle Lane (A259) enabled you to:



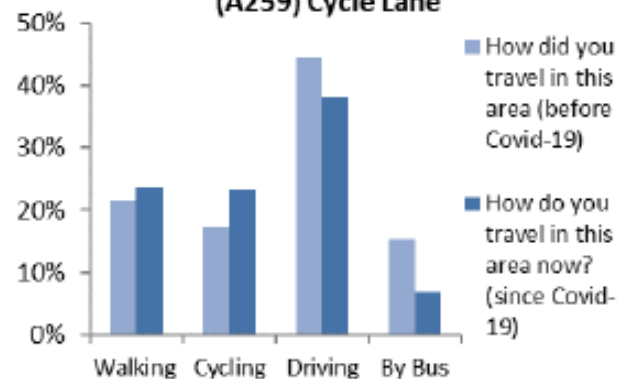
Would you be happy if this change was made permanent?



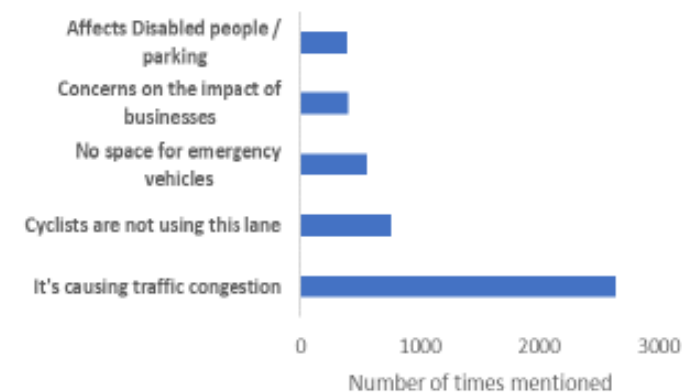
Make permanent with changes? (Top 5 comments)



Travel in the area of the Seafront (A259) Cycle Lane

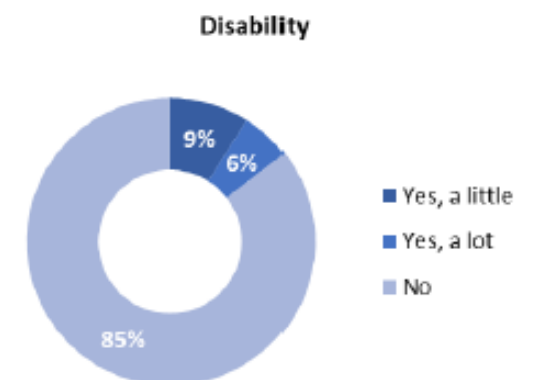
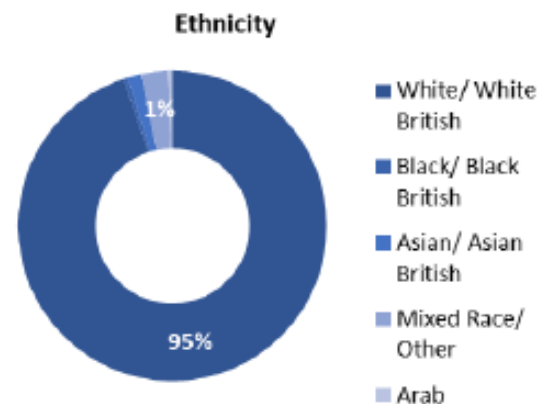
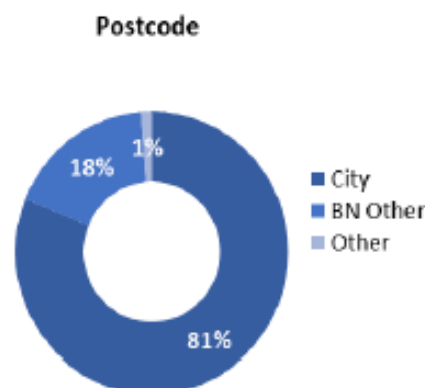
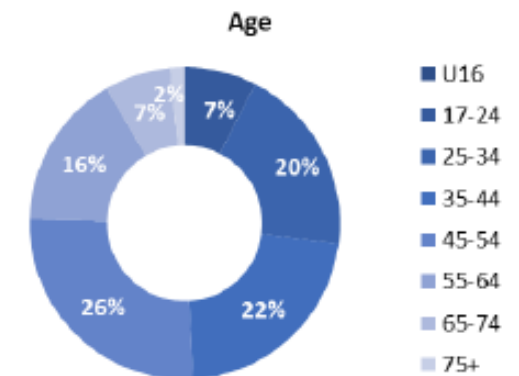
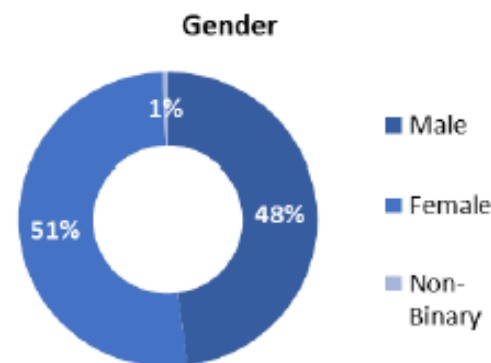
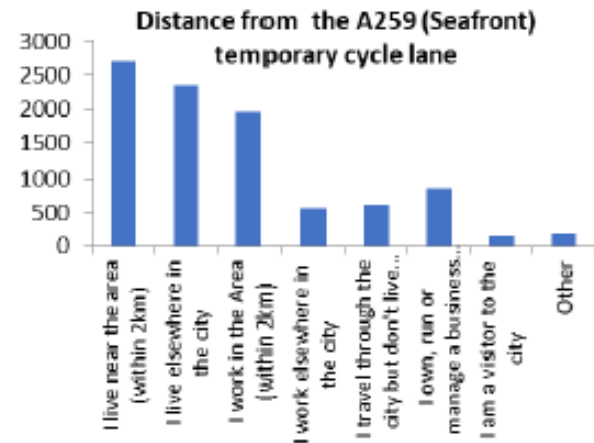


Any other comments



Seafront (A259) Temporary Cycle Lanes

31 December 2020
6666 Responses

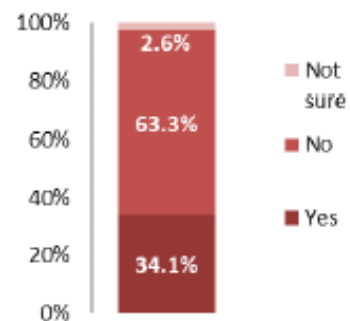


6277 people responded as individuals, 134 people responded as representing a business, organisation or group
1623 people said they had changed how they travel through the area and 1226 of these said they would continue to travel in this way

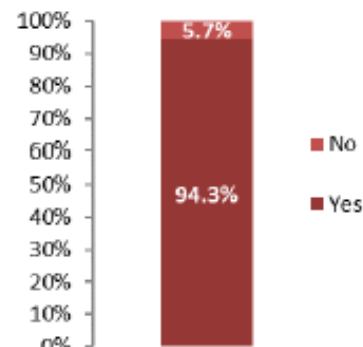
Old Shoreham Road Temporary Cycle Lanes

31 December 2020
5055 Responses

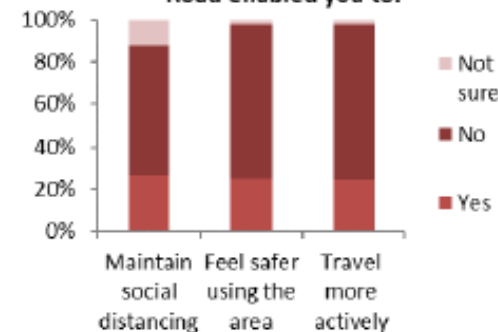
Overall, do you support the temporary introduction of cycle lanes on Old Shoreham Road?



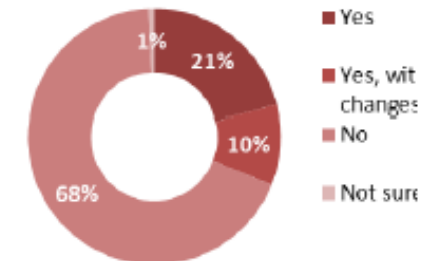
Have you travelled through the area since the change was introduced?



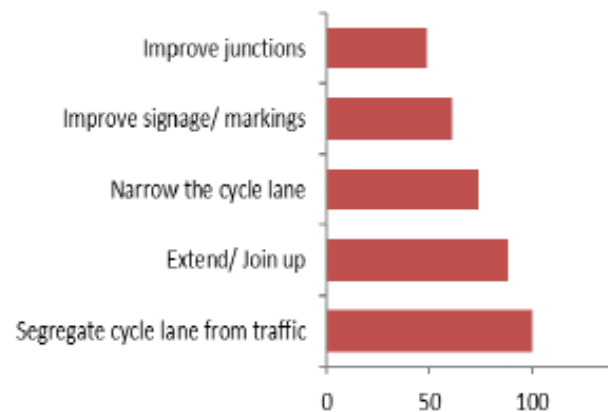
Have the changes to Old Shoreham Road enabled you to:



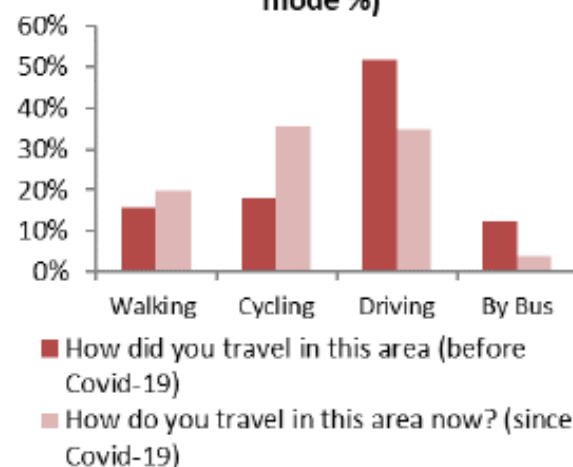
Would you be happy if the changes were made permanent?



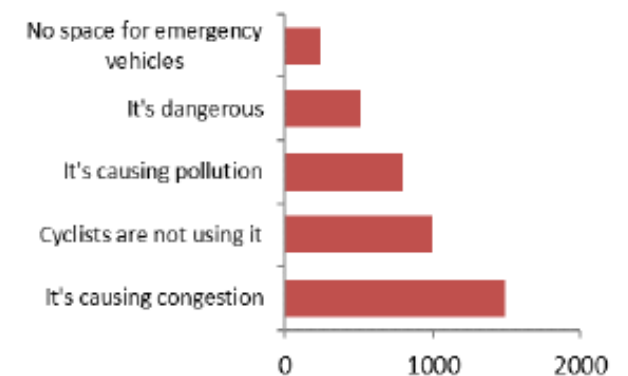
Make permanent: Yes, with changes (top 5)



Travel in the Old Shoreham Road Area (those who have changed mode %)



Any other comments (Top 5)

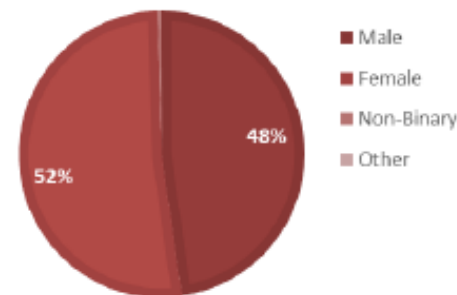


Old Shoreham Road Temporary Cycle Lanes

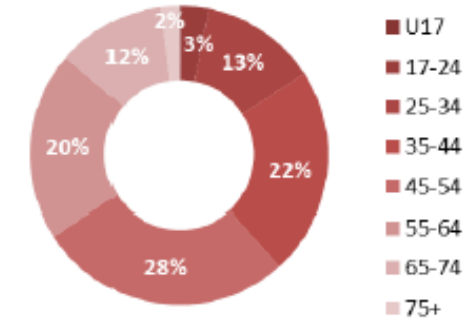
31 December 2020
5055 Responses



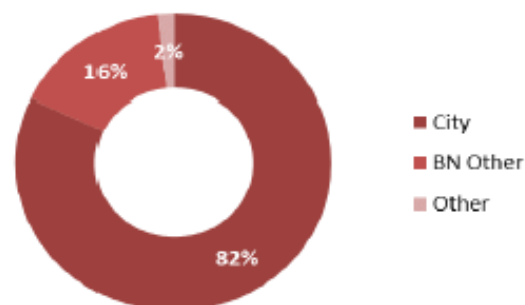
GENDER



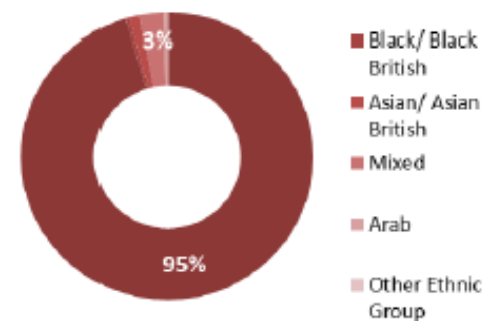
Age



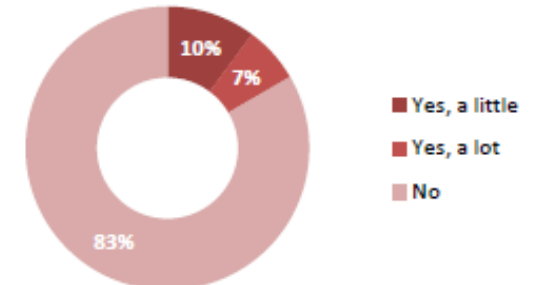
Postcodes



Ethnicity



Disability



4855 people responded as individuals, 50 people responded as representing a business, organisation or group

1594 people said they had changed how they travel through the area and 1357 of these said they would continue to travel in this way



Department for Transport

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14 June 2021

Dear Sir/Madam,

Active Travel Fund: Local Authority Capital Funding for 2021/22 and expressions of interest for Mini Hollands and GP Prescribing Pilot

This letter invites your local authority to bid for capital funding for the current financial year 2021/22, to support delivery of ambitious new cycling and walking infrastructure schemes. This funding is part of the Government's £2 billion commitment set out in "[Gear Change](#)" to deliver a step change in the provision of high quality schemes that deliver better streets for everyone.

Bids must be submitted by **Monday 9 August but you are encouraged to bid sooner**. Combined Authorities are expected to produce a single bid on behalf of their constituent authorities. Funding for London boroughs is being handled separately, and London boroughs do not need to submit proposals to the Department for Transport.

The Department does not intend to set indicative capital allocations. To give an indication of scale, the total amount of funding being made available is £239 million, and eligible local authorities may therefore receive broadly similar levels of funding to 2020/21; however, to qualify for any funding at all this year, authorities must commit to the following key principles:

1. The Department only intends to fund schemes which comply with the [Cycling Design Standards](#) set out in local transport note LTN 1/20. All cycling schemes will need to include segregation or point closures to through traffic. Advisory cycle lanes, and those marked only with white paint, will not be funded. We expect local authorities and developers to utilise the guidance in the design of all schemes regardless of whether they are seeking Government funding. Over the coming months, we will be offering training events aimed at local highway teams, active travel teams and accessibility teams, covering the key features of the standards, and its supporting tools.
2. All authorities are to undertake network planning to inform prioritisation of future schemes, in the form of [Local Cycling and Walking Infrastructure Plans \(LCWIPs\)](#) or similar local strategies. This helps to ensure that schemes are integral to long term investment plans and are driven by local demand for cycling and walking infrastructure. LCWIPs should be supported by your authority at the

very highest levels of leadership; developed in consultation with local communities; and integrated with your local transport plans, as well as wider plans for public health, economic development and carbon reduction. These plans must also show proper integration with cross-modal schemes, such as opportunities for boosting cycling and walking around HS2, East West Rail, Highways England, Restoring Your Railways, Historical Railways Estate and National Cycle Network schemes.

We know that many authorities have already developed LCWIPs with support via the Department's pilot support programme, or through your own independent work. If your authority has yet to develop a LCWIP, or it is at an early stage of development, the Department will be offering dedicated technical support in partnership with Sustrans to help you develop your future plans. We will provide further details of this support, and what you need to do to access it, shortly. Authorities without LCWIPs are still able to bid for capital funding this year, but it must be demonstrated that proposed schemes fit into a robust long-term network plan, which will need to be provided as part of the bidding process.

3. All schemes must include plans to be **developed in consultation with local communities**, in line with the process set out for the Active Travel Fund (see Annex A). As we have set out in previous letters, consultation does not mean giving anyone a veto, requiring consensus on schemes, or prioritising the loudest voices. It could include adopting measures (such as polling) to cut through the noise and come to an accurate understanding of public views.
4. All schemes must be **supported by local authority leaders**, who will need to provide written confirmation of the authority's long-term commitment to them. All schemes should be given sufficient time to bed in and for benefits to be realised before any changes are made to them: the Department will reserve the right to claw back funding where schemes which it has funded are prematurely removed.
5. To agree, if asked, to put larger schemes through a **design review**, to be managed by DfT and the future Active Travel England body.

Bids will be assessed in line with the following criteria, which will guide final allocations to authorities:

1. Propensity to convert short vehicle journeys into cycling and walking, resulting in carbon, air quality and congestion benefits;
2. Tackling areas with poor health outcomes and with high levels of deprivation;
3. Number of people that will benefit from the measures;
4. Compliance with the key principles above.

The bidding proforma should be completed via [Smart Survey](#). More detailed FAQs for bidding authorities are attached to this letter, along with a copy of the bid proforma. It is our intention that the bidding process should be swift and not onerous. In many cases authorities will already have proposals for LTN1/20-compliant schemes or may wish to make permanent some of the temporary schemes installed under the Emergency Active Travel Fund in the last year.

Funding can be used to support a range of scheme types and can also be used to support feasibility studies and scheme design as well as construction, providing that the funding can be capitalised. Local authorities should also consider, and take steps to mitigate, the wider impacts of any proposals, particularly on disabled people and others with protected characteristics as part of their Public Sector Equality Duty.

In applying for funding, we are asking authorities to supply the following evidence to the Department within the bid proforma:

- Updated LCWIPs (if applicable), including your latest network plans.
- Brief information on your authority's investment priorities for cycling and walking infrastructure schemes over the next 1 year, 4 years and 10 years. Only high level information is required for schemes to be delivered over the 4 and 10 year time period. This information will enable the Department to establish a clearer picture of future funding demand.
- Details of the schemes for which you are seeking funding in 2021/22, in priority order.

Applicants are also expected to assess and confirm, through their section 151 officer, the value for money of their schemes. For all schemes costing £2 million or more, the Department will require applicants to undertake a value for money assessment using the Active Mode Appraisal Tool (AMAT). Accompanying this letter, we have sent you value for money guidance to help assess your schemes which should make this process straightforward.

In the event that schemes are unable to be delivered, the authority should submit revised proposals which do offer value for money to the Department as soon as possible. Where this is not possible, the Department will reserve the right to claw back any funding by adjusting downwards a future grant payment to your authority.

The Department will also expect the impact of schemes to be monitored and evaluated. A copy of the monitoring and evaluation guidance issued with earlier tranches of funding accompanies this letter. This will be a requirement for all schemes costing £2 million or more and is recommended for other significant schemes.

Mini Hollands development programme

The Department is also taking this opportunity to invite expressions of interest from authorities in the Government's Mini-Hollands development programme. Mini Hollands involve intensive, transformational spending on local roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. This includes installation of high quality segregated cycle lanes on main roads, low-traffic neighbourhoods and high streets, and greater roadspace allocation for people walking.

The results from three Mini Holland schemes in London have shown dramatic improvements, with cycling increasing by 18 per cent and walking by 13 per cent in the first year after construction. Congestion did not rise in the longer term, because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.

We are therefore looking to develop a shortlist of around 12 non-London local authority areas, to benefit from intensive investment in mini-Holland schemes on the same model. The main focus will be on replacing short car trips. Candidate authorities must be places where there is serious political commitment to dramatic change – not just for cyclists, but for everyone who lives and works there. There must also be clear plans for the mini-Holland schemes to be properly integrated into wider cycling and walking network plans (e.g. within the 4 and 10-year project pipelines).

More details on how to apply are set out in the attached FAQ guidance. Revenue funding will be made available to shortlisted authorities (up to £100k per authority) to develop detailed proposals later in the year. Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.

GP prescribing pilot

We are looking for a small group of Local Authorities to take part in a pilot to provide cycling and walking interventions as part of a social prescribing offer. These pilots must be supported by the local Clinical Commissioning Groups and Primary Care Networks.

Taking up cycling is amongst the most effective health interventions a person can make: according to a recent Glasgow University study, cycling to work can contribute to a 45% lower risk of developing cancer, a 46% lower risk of heart disease and a 41% lower risk of premature death, compared to a nonactive commute.

We will develop a shortlist of up to four authorities to take part in the pilot. The Department wishes to invite local authorities with areas of poor health and low physical activity rates to express their interest via a short letter. We invite EOIs from authorities with a range of experiences in social prescribing, from more to less mature. A commitment to innovation and buy-in from key stakeholders is important.

The project will seek to deliver personalised care through approaches determined most appropriate for the identified areas. A key network for this will be link workers experienced in social prescribing in primary care networks. Pilots will prescribe cycling or walking wherever appropriate, and make available cycles, as well as training, access to cycling groups and peer support.

To support patients to feel safe to cycle in their local community, places will need to invest in infrastructure improvements such as segregated lanes, low-traffic neighbourhoods and secure cycle parking. There must also be clear plans for the prescribing pilots and related infrastructure improvements to be properly integrated into wider cycling and walking network plans. Access to good quality green space and green routes, away from traffic, can both increase attractiveness of cycling and bring mental health benefits. Such interventions could be connected to NHS campaigns in the pilot areas.

As with the mini-Hollands development programme, more details on how to apply are set out in the attached FAQ guidance. Revenue funding will be made available to shortlisted authorities (up to £100k per authority) to develop detailed proposals later in the year.

Longer term funding will be provided following the next multi-year Spending Review, expected later in 2021.

Further advice and guidance

Cycle Infrastructure Design Guidance (LTN 1/20) one-day training events will be available to all local and combined authorities. This training is aimed at local highway teams, active travel teams and accessibility teams and will comprise a one-day interactive course. The training will be provided from July 2021 through to January 2022 by Sustrans with support from the LCWIP consortium (Sustrans, Living Streets and Cycling UK). Courses will generally be provided for single authorities (or combined authorities) and will be for 8 to 12 places for each authority (or combined authority) per course. To register your interest please book a slot for your authority at the following Eventbrite link <https://www.eventbrite.co.uk/e/designing-high-quality-walking-cycling-infrastructure-ltn-120-guidance-tickets-155795834535>.

We are arranging two one-hour online sessions for LAs during the early phase of the bidding window, to discuss the key requirements of the bidding process, and answer any remaining questions. These sessions will cover general bid and value for money requirements, monitoring and evaluation and guidance on consultation. Invitations for these sessions will be circulated in due course.

The Department is in the process of commissioning a number of roundtable events, where Local Authority Leaders and Cabinet Members, will have the opportunity hear from senior representatives of the Department for Transport, joined by other speakers, to discuss their experiences of implementing ambitious active travel programmes. More details on speakers, facilitators, aims, outcomes, and how to reserve a place will be circulated in due course.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'R Furness', with a long, sweeping horizontal stroke extending to the right.

Rupert Furness

Active & Inclusive Travel Forum – Summary July 2021

The Active & Inclusive Travel Forum (AITF) was established by the Environment, Transport and Sustainability (ETS) committee in December 2020.

The purpose of the forum is set out in the [Terms of Reference](#) (ToR), agreed at the December ETS committee. At the first meeting of the AITF in March 2021, forum members were asked to review the ToR to ensure they work for partners involved in the forum. The ToR have been reviewed by forum members at the July meeting and a second version of the ToR is in development based on these comments.

March 2021 meeting

The agenda for the meeting, on 5 March 2021, was as follows:

1. Welcome
2. Purpose of group, Terms of Reference
3. Appointment of Vice-Chair
4. Active Travel Fund consultation
5. My Cycle, My Mobility Aid (Wheels for Wellbeing campaign)
6. Local Cycling and Walking Infrastructure Plan (LCWIP) update
7. School Streets update
8. Local Transport Plan update
9. Any Other Business
10. Date of next meeting, suggested items for next meeting

Key actions from this meeting:

- Comments on Terms of Reference to be sent to BHCC officers – to be discussed at July meeting
- Attendees were encouraged to spread the word among their networks about the Active Travel Fund consultation
- Meeting slides and notes were circulated
- Attendees were encouraged to get in touch with suggestions for future agenda items

Meeting attendees were present from the following organisations (in addition to BHCC officers and members):

Brighton & Hove Bus and Coach Company	Bricycles	National Express	Rottingdean Parish Council
Brighton & Hove Clarion Cycling Club	Active Sussex	Enterprise Car Club	Cycling UK
Shoreham Port	Brighton & Hove Friends of the Earth	Transport Action Network	Surdi
Local Access Forum	20-minute neighbourhoods	Living Streets	Brighton Bike Hub
Sussex Safer Roads Partnership	Pedal People	Trust for Developing Communities	South East Community Rail Partnership
Brighton & Hove Community Works	Sussex Police	University of Sussex	University of Brighton
Brighton Active Travel	Stagecoach South	Sussex Ehlers-Danlos Syndromes and hypermobility support (SEDS)	Hourbike / BTN Bikeshare
Brighton Access for Disabled Groups Everywhere (BADGE)	Govia Thameslink Railway	Sustrans	Guide Dogs
Impact Initiatives	The Big Lemon	Taxi Trade	

July 2021 meeting

The agenda for the meeting, on 7 July 2021, was as follows:

1. Welcome
2. Minutes and actions from previous meeting
3. Terms of Reference – discussion and finalisation
4. Chair’s communications – updates since March meeting
5. Brighton & Hove Bus Company – Accessibility on our services
6. Sustrans – Building a consensus for active travel measures – whose highway is it anyway?
7. Discussion - Planning for pedestrians and cyclists at roadworks (suggestion from Cycling UK)
8. BHCC policy & projects update – updates on Local Transport Plan (LTP5), Local Cycling & Walking Infrastructure Plan (LCWIP), Bikeshare and Bus Service Improvement Plan (BSIP)
9. Any Other Business
10. Date of next meeting

Key actions from this meeting are being written up as these documents are published.

Meeting attendees were present from the following organisations (in addition to BHCC officers and members):

Brighton & Hove Bus and Coach Company	Sustrans	Taxi Trade	BADGE
Cycling UK	Brighton & Hove Community Works	Brighton Buswatch	Govia Thameslink Railway
Living Streets Brighton & Hove	Enterprise Car Club	Local Access Forum	Brighton & Hove Friends of the Earth
Transport Action Network	Living Streets (national)	Trust for Developing Communities	Carers Centre
Sussex Ehlers-Danlos Hypermobility Syndromes (SEDS)	BTN Bikeshare / Hourbike	Brighton Bike Hub	Guide Dogs
Brighton Active Travel	South East Community Rail Partnership	Active Sussex	20-Minute Neighbourhoods
Churchill Square	University of Brighton	The Big Lemon	National Express
Stagecoach	Compass Travel	Rottingdean Parish Council	Bricycles

