

**TRANSPORT STRATEGY – COVID19 EMERGENCY RESPONSE TO
TRANSPORT AND REALLOCATING ROAD SPACE**

GREEN AND LABOUR GROUP JOINT AMENDMENT

To amend recommendations 2.4 and to add recommendations 2.7 as shown below in ***bold italics***:

2. RECOMMENDATIONS:

- 2.4 That officers should commission an interim Covid-19 Response Local Cycling & Walking Infrastructure Plan, using the consultant team that are currently developing the LCWIP for Brighton & Hove. ***That the committee requests that officers use the development of the interim Covid-19 response Local Cycling & Walking Infrastructure Plan to consider a longer term strategic approach that seeks to deliver the priorities in the Council's Corporate Plan and in particular, the transition of the city to Carbon Neutral in 2030. That the committee calls for this more detailed interim Plan to support these aims to report to the ETS committee in June.***
- 2.7 ***That the committee requests that officers look specifically again at the feasibility of the following options as part of the urgent response and the interim Plan:***
- ***interventions along the A259, considering all of the measures contained within the government guidance such as modal filters, or pedestrian and cycle zones;***
 - ***further footway widening to create 'low traffic neighbourhoods' on a trial basis and, in the longer term, permanent reallocation of road space to pedestrians;***
 - ***That the Old Town area and North Laine area of the city centre be considered for low traffic neighbourhoods in consultation with local businesses, residents and business partners;***
 - ***utilising a wider range of traffic calming and reduction measures, including physical segregation tools such as wands or planters, indications and signage to identify pedestrian and cycling zones (including further options for two-way cycle routes) and other measures to reduce car access that can be brought into high footfall areas, to immediately minimise the amount of non-essential private vehicle access (prioritising resident, trader and blue-badge holder access)***

Proposed: Cllrs Mac Cafferty and Platts

Seconded: Cllrs Gibson and Yates

Recommendations if carried to read:

- 2.1 That the committee note the temporary measures that have been implemented as part of the transport strategy response to the Covid-19 pandemic, including the closure of Madeira Drive and the road space reallocation to create temporary cycle lanes along the Old Shoreham Road be noted;
- 2.2 That the committee approve the Urgent Response Action Plan and policy framework set out in Appendix A to assess and agree Covid-19 related measures in the timeframes set out;
- 2.3 That the Executive Director Economy, Environment & Culture be granted delegated authority for the delivery of the temporary measures contained in the Urgent Response Action Plan to the during the pandemic recovery phase;
- 2.4 That officers should commission an interim Covid-19 Response Local Cycling & Walking Infrastructure Plan, using the consultant team that are currently developing the LCWIP for Brighton & Hove. That the committee requests that officers use the development of the interim Covid-19 response Local Cycling & Walking Infrastructure Plan to consider a longer term strategic approach that seeks to deliver the priorities in the Council's Corporate Plan and in particular, the transition of the city to Carbon Neutral in 2030. That the committee calls for this more detailed interim Plan to support these aims to report to the ETS committee in June.
- 2.5 That the Action Plan should be reviewed for progress at the October meeting of the Environment, Transport and Sustainability committee;
- 2.6 That the committee requests that officers look specifically again at the feasibility of the following options as part of the urgent response and the interim Plan:
 - interventions along the A259, considering all of the measures contained within the government guidance such as modal filters, or pedestrian and cycle zones;
 - further footway widening to create 'low traffic neighbourhoods' on a trial basis and, in the longer term, permanent reallocation of road space to pedestrians;
 - That the Old Town area and North Laine area of the city centre be considered for low traffic neighbourhoods in consultation with local businesses, residents and business partners;
 - utilising a wider range of traffic calming and reduction measures, including physical segregation tools such as wands or planters, indications and signage to identify pedestrian and cycling zones (including further options for two-way cycle routes) and other measures to reduce car access that can be brought into high footfall areas, to immediately minimise the amount of non-essential private vehicle access (prioritising resident, trader and blue-badge holder access)



