

# Emergency Active Travel Fund

## Tranche 2 bid – Brighton & Hove City Council



*“As Brighton and Hove continues in its recovery from Covid-19 we are pleased to be submitting this ambitious bid to the Department for Transport for the Emergency Active Travel Fund Tranche 2. We have proven through Tranche 1 measures so far that we are able to **swiftly implement meaningful schemes to change the status quo on the road** - such as the closure of Madeira Drive to motor vehicles and provision of segregated cycle lanes on Old Shoreham Road - to the benefit of many living, working and visiting our city.*

*We have already **committed to a large programme of Covid-19 transport response schemes** across the city, many of which have already been in place several months and are making a difference to Active Travel in our city.*

*This bid centres around the **provision of five Active Travel Corridors** on key routes into the city centre - including continuation of schemes from Tranche 1 - where there is known demand for walking, cycling and public transport. In a city with such high bus use and movement, supporting and **replacing use of public transport with provision of safe Active Travel infrastructure** is therefore a key element of this bid, as well as continuing to ensure detailed consideration and **mitigation of any wider impacts of proposals**, particularly on those with disabilities or mobility impairments and others with protected characteristics.*

*We feel our proposals meet the bid criteria well and show **clear ambition to supporting a future of increased Active Travel in the city**, and await the outcome of this bid with interest.”*



**Councillor Pete West**



**Councillor Amy Heley**

**Joint chairs of the Environment, Transport and Sustainability Committee, Brighton & Hove City Council.**

# Emergency Active Travel Fund - tranche 2 survey

## 1. General

1. What is your local transport authority name? \*

Brighton & Hove City Council

## 2. Strategic case

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

**2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.\***

### *Emergency Active Travel Fund - vision for Brighton and Hove*

An ambitious network of **strategic Active Travel Corridors** across the city, providing **meaningful reallocation of road space to cyclists and pedestrians**, based on a **strong track record of delivering improvements**, to assist the city in **moving forward with Covid-19 recovery**.

### *Delivering a healthy and sustainable recovery*

Our proposed schemes will help tackle a number of short and long-term problems and challenges relating to transport and travel in the city, including

- Reducing transport related **carbon emissions**;
- **Ease of access** for everyone to education, work and other key services;
- Poor levels of **air quality** on key transport corridors;
- Traffic **congestion** and **collision** clusters;
- Limited **public transport capacity**;
- Significant levels of **physical inactivity**; and,
- **Accommodating visitors** safely and sustainably.

### *The local transport problem*

The coronavirus (Covid-19) public health crisis has had a significant impact upon the lives and health of people in the City (population circa 276,000), as well as significant economic consequences, exacerbated by the drop in visitors – the tourism sector accounts for around 14% of local employment and we receive over 11 million visitors per year. As the City begins to see more people go back to work, children and young people return to education from September, and the reopening of key sectors such as leisure and hospitality, there is an even greater need to reduce the spread of the virus and support Active Travel by **creating a safer environment for both walking and cycling**.

Brighton and Hove is one of the few areas of the UK to see continued growth in local bus usage – prior to Covid-19, our city had the highest level of bus use (per resident) outside of London (source: Annual bus statistics 2019, Table BUS0110a, DfT) and there are approximately **50 million bus trips per annum** in the City. During lockdown, bus usage in the City fell to as low as 11% of pre-Covid-19 levels during initial stages of Covid-19;

currently bus capacity is reduced by approximately 50% due to social distancing requirements. For Brighton and Hove Bus and Coach Company, 80% of services are running and **buses are carrying 40% of pre-Covid-19 passengers**. Although this is a significant increase on lockdown levels, there is still **a shortfall of at least 60% of bus journeys (30 million bus trips)** previously taken, that will **need to be facilitated by Active Travel modes**. It is therefore even more important to ensure viable alternative, active modes of travel exist along key corridors, with future growth capacity built in, so that **journeys previously made by public transport are supported and overcrowding on public transport can be avoided**. For travellers who must use public transport, as capacity grows it will be vital to support key routes so that journeys can be made as safely and efficiently as possible.

#### *Local strategic context*

The city declared a climate emergency in January 2019 and this needs to focus on scale, transformation and acceleration – ‘business as usual’ will not be enough. The Tranche 2 measures will support the delivery of a co-ordinated programme of projects which aim to tackle climate change and transition the city to become carbon neutral by 2030. This will **ensure that environmental, congestion and health benefits are realised longer term** as a result of these emergency interventions.

As part of our commitment to becoming a sustainable city, the Council’s new corporate plan 2020-2023 sets out a clear ambition for the city to become carbon neutral by 2030. Alongside this sit specific **commitments to deliver a transport system that provides sustainable travel**, with investment in walking, cycling and smart traffic signalling, as well as improved air quality in the city

Long term local issues to be addressed include:

- **Traffic congestion hotspots** on principal transport corridors into the City Centre including the A23 London Road, A259 from Shoreham, and Old Shoreham Road. This contributes to **poor air quality** and all of these areas are in the City’s Air Quality Management Plan, with nitrogen dioxide continuing to **exceed or be close to exceeding national air quality standards** at key locations in the City.
- **Around 1 in 5 residents are physically inactive**, meaning that they do less than 30 minutes of moderate intensity physical activity a week. Healthy life expectancy (a measure of how many years of life are lived in good health) has fallen in the city in recent years. We are continuing to work very closely with health and wellbeing colleagues to **ensure that walking and cycling are the natural modes for short journeys** and helping to deliver our joint council / NHS **Health and Wellbeing Strategy**, and the new **Sport and Physical Activity Strategy** that will be launched in 2021.
- Safe and effective **management of the high number of visitors** in the City.
- **Clusters of accidents** along the Active Travel Corridors included in this bid, which have significant levels of vehicle turning movements. This, as well as perceived safety risk, could be a deterrent to walking and cycling on these routes.
- Areas of the City with the highest **levels of deprivation** include Kemptown, Whitehawk and Portslade, all served by the Active Travel Corridors included in this bid, where bus capacity restrictions are impacting on the ease of travel to work and other services.
- Brighton and Hove has seen continued **population growth**, approximately 13% over the past decade and this growth is set to continue.

Our Local Transport Plan 4 (LTP4) supports the three ways the council keeps the city moving – maintaining and renewing the transport network, managing movement on the transport network, and improving sustainable and accessible transport infrastructure, connections, information and options. The emerging LTP5, the new transport strategy to 2030, has the vision: **Better connected residents, businesses and visitors for an**

**improved quality of life in a carbon neutral city.** Key outcomes will include promoting and enabling active travel and active lifestyles, and prioritising low carbon transport / opportunities for reducing the need to travel.

Our **Local Cycling and Walking Infrastructure Plan (LCWIP)** is in development and has provided a strong basis for these proposals, showing **our ambition for increasing Active Travel** in the city. Initial stakeholder engagement has taken place on walking and cycling issues and options, which has informed both the emerging LCWIP and additionally the **Interim Covid-19 Response LCWIP (Interim LCWIP)** which was developed rapidly in order to provide an evidence-based process for **short term walking and cycling network development proposals.**

The vision set out in the City Plan, our development plan to 2030, includes building an attractive and sustainable city and healthy and balanced communities, along with Strategic Objective 11 (SO11) to **'Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel.'**

The Active Travel Corridors will also **support the delivery of sustainable development** set out in the Shoreham Harbour Joint Area Action Plan, along with the sub-regional and regional priorities of the Greater Brighton Economic Board and those set out in the Coast to Capital Local Enterprise Partnership Strategic Economic Plan and draft Transport for the South East Transport Strategy.

#### *Solutions*

**Building on the Tranche 1 schemes which are already making a difference in our city** (see Figure 1), for example the Old Shoreham Road temporary cycle lane which has seen an increase of 61% in the number of cyclists using this route (from 339 per day to 545 per day), **Tranche 2 looks more strategically to continue these routes and develop new ones** to benefit residents travelling within and into the city (see Figure 2), linking with neighbouring authority proposals to the west for both the short and long term (West Sussex County Council (WSCC) plans for A270 Old Shoreham Road / Upper Shoreham Road to Shoreham temporary cycle lane in Tranche 1, and A259 to Shoreham permanent cycle lane).

We have already committed to a wide range of emergency transport measures in response to Covid-19, as part of our **Urgent Response Transport Action Plan** and **Interim LCWIP.**

Schemes have been developed in line with the EATF bid criteria and the **emerging LCWIP network** and associated **recent work on emergency measures** noted above. Proposed schemes are designed to directly respond to the issues and challenges identified above. The routes proposed are all identified in the emerging network plan for the LCWIP and are amongst the highest priority based on a **combination of criteria** in the LCWIP network analysis including travel to work and school, economic benefit (access to other destinations), deprivation, air quality, and access to growth areas. The routes are also considered feasible and deliverable for both temporary and permanent schemes, which would provide a permanent, positive legacy for the city from these emergency measures. In addition, measures proposed will offer the chance for **ambitious Active Travel schemes**, including a large network of segregated cycle lanes, while keeping key routes open for traffic, buses and access / deliveries. Routes offer a range of **benefits to some of the most deprived areas of the city** and benefits to a range of users in terms of **accessibility for all.**

As well as **extending key routes from Tranche 1**, providing strategic Active Travel Corridors into the city centre (see Figure 3), the schemes also focus on other strategic corridors for walking and cycling, providing a **network of Active Travel Corridors along radial routes** in line with known

demand and **aligning with key public transport corridors and areas of public transport demand**. The corridors identified are the most direct routes into the city from many residential areas, and analysis for the LCWIP, including the Propensity to Cycle Tool (PCT) and origin and destination analysis has indicated these would be key routes. These routes are by their nature on key strategic routes served by a large number of frequent bus services. Therefore, they are **considered to both have the greatest potential to increase Active Travel** in the longer term but **also where the need is greatest in the shorter term**, particularly in terms of providing alternative Active Travel options for bus users. A review has also been undertaken of the DfT's Rapid Cycleway Prioritisation Tool and the analysis undertaken is broadly consistent with this. Figure 4 shows the EATF schemes in the context of other emergency measures and key improvement schemes.

# Tranche 1 key achievements so far

## Cycling

8 km of segregated cycle lanes provided so far to support Active Travel



'Put simply, the bike lanes in both directions are fantastic. It is the first time I have ever felt safe cycling along this road.'  
Local resident

## Case study – Old Shoreham Road cycle lane

- 61% increase in the number of cyclists (from 339 per day to 545 per day)
- Reduction in the average speed of traffic by 1 mph. This equates to a potential fall in the accident rate by approximately 6%\*

\*Based on studies carried out by the Transport Research Laboratory on behalf of DfT (Taylor et al (2002) 'TRL Report 421: The Effects of Drivers Speed on the Frequency of Road Accidents') <https://trl.co.uk/reports/TRL421>

## Walking

1 km of widened footways to create more space for Active Travel whilst physically distancing

## Case study – Old Town pedestrian improvements

- 250m of pavement widening to support social distancing
- 10 streets closed to through traffic



Figure 1: Emergency Active Travel Fund - Tranche 1 - Key achievements so far in Brighton & Hove

## Tranche 2 key features

### Vision for Brighton & Hove:

An ambitious network of strategic Active Travel Corridors across the city, providing meaningful reallocation of road space to cyclists and pedestrians, based on a strong track record of delivering improvements, to assist the city in moving forward with Covid-19 recovery



Walking and cycling improvements to 20 junctions



15 km of segregated cycle lanes proposed



Park Active to encourage sustainable journeys



BetterPoints – promotion and incentivisation of sustainable journeys



Avoid overcrowding and support & replace public transport use



Working with key schools and employers

Figure 2: Emergency Active Travel Fund – Tranche 2 - Key features of Brighton & Hove bid

3. \*

Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes. \*

Continuing from Tranche 1 and in line with wider commitments for emergency transport measures in response to Covid-19, the following measures are proposed for Tranche 2 (see below and Figure 3). These measures would ensure a **network of strategic Active Travel Corridors** in the city, linking with the existing walking and cycling network and **providing improved facilities for both pedestrians and cyclists on key radial routes and areas of known public transport and Active Travel demand**. The schemes would ensure a geographical spread of routes across the city, reaching a range of areas including some of the most deprived communities in the city. Scheme development has taken into account the new national cycle infrastructure design guidance (LTN 1/20) and shows our ambition in terms of supporting active modes via **schemes which have ambition yet do not have major detrimental impacts on other modes**. We have put access and equalities considerations at the heart of schemes, for example routes with wide existing widths for reallocation of the maximum possible road space to pedestrians and cyclists. Proposed schemes offer both temporary and permanent elements, with consideration of the LCWIP and strategic fit in terms of the potential for a **lasting legacy of improvements** to the city's transport network.

Corridor-based infrastructure improvement schemes are the predominant focus of the proposals; these have been **supplemented by carefully considered complementary interventions**, both area-based in terms of providing access to the scheme from key origins and destinations e.g. modal filters, as well as **provision of additional Bike Share hubs for our successful existing Bike Share scheme**. Building on our strong legacy of delivering infrastructure and behavioural change schemes together, an important element of these proposals is the **behavioural change elements which** will ensure that schemes are sufficiently promoted and users are encouraged and supported to use the schemes. This will be via engagement with key schools and workplaces in the corridor areas, **two Park Active sites** for supporting and promoting Park & Cycle / Park & Stride journeys (including provision of **secure cycle parking**), supporting workplaces with secure cycle parking; and promoting and incentivising scheme usage, particularly for temporary schemes implemented quickly, through a **BetterPoints sustainable travel reward scheme** across the city.

#### **Scheme 1: A270 Old Shoreham Road Active Travel Corridor**

##### *Location*

Old Shoreham Road, from Hangleton Road to the western border with West Sussex

##### *Measures to be adopted*

- Reallocation of road space on a dual carriageway to provide a **new 3m wide temporary segregated cycle lane** in each direction.

- **Permanent safety improvements to key junctions** with the introduction of cycle advance low-level signals and improved pedestrian facilities.
- Permanent improved links to local schools and facilities, including **filtered permeability on two adjoining routes and a new segregated cycle facility on Nevill Road.**
- Introduction of **two permanent Bike Share hubs** in surrounding streets to support the shift to Active Travel modes by the local community.
- Delivering **School Streets** initiatives, with a view to making schemes permanent where required
- Working with key employers and destinations close to the proposed route to **promote & encourage use of the route and to provide secure cycle parking.** Key employers in this area include those located in the Hove Park area (e.g. Legal & General and Lloyd's Banking Group)
- **BetterPoints scheme** to promote and incentivise use of sustainable travel on the new facilities and wider network

*How scheme will help address local challenges*

- The scheme will **link the existing temporary cycle lanes on Old Shoreham Road** delivered under Tranche 1 with a **new cycle facility being implemented by West Sussex County Council** (Tranche 1), to provide a continuous temporary high-quality, strategic, **safe cycle link across both authorities between Shoreham and Brighton.** Collectively the route spans approximately. 10km and provides a viable alternative to train and vehicle travel between the two towns for commuting and leisure trips as well as providing a key Active Travel Corridor for local trips within Brighton and Hove, **supporting those who need an alternative to bus travel.** The scheme links with existing segregated cycle facilities including further east on Old Shoreham Road (between The Drive and Dyke Road) and The Drive / Grand Avenue (between Old Shoreham Road and A259 Kingsway, part of the national cycle network, NCN 82.
- The 3m wide cycle lane will provide a **comfortable and safe cycle facility** that will **accommodate all types of cycles** including adapted and passenger carrying cycles as well as families travelling together and cargo bikes.
- The scheme **maintains access to properties and for deliveries**
- Pedestrians will benefit from the **permanent improvements to key junctions and complementary links** including modal filters to introduce quieter side streets for residents safer for walking
- Improved **links to the local schools** along this corridor (and wider area, with complementary improvements proposed) will reduce the need for local car travel for these key short journeys as well as supporting Active Travel for the health and wellbeing of our school children and their families.
- The improvements will **benefit those previously using public transport** in terms of supporting journeys from the Hangleton, North Portslade and Mile Oak areas into the city centre and Hove, and westwards to Shoreham.

## Scheme 2 – A23 London Road Active Travel Corridor

### *Location*

A23 London Road, from Stanford Avenue to north of Church Hill, including Stanford Avenue arm of the A23 gyratory.

### *Measures to be adopted*

- **Reallocation of road space to permanently widen the existing on-road cycle facility** along this 3.5km route including the additional of light segregation to provide additional safety and comfort for all cycle users.
- **Key permanent junction upgrades and safety improvements** to allow the existing sections of inadequate shared- use (with pedestrians) cycle facility to be relocated onto the carriageway as a new segregated cycle facility, to improve the quality of the ride and to provide additional space on the footway for pedestrians.
- **Permanent extension of an existing bus lane to improve access into the cycle facility** which will be complemented by the introduction of a floating bus stop to reduce conflicts between buses, cyclists and pedestrians at a busy location near Preston Park.
- **Permanent reallocation of road space on Stanford Avenue to create a segregated contraflow cycle lane** that will link the A23 cycle lanes with the Preston Park residential area.
- **Park Active site** at London Road car park – Park & Cycle / Park & Stride initiative with facilities and promotions, allowing walking and cycling journeys for the 'last mile' by those travelling longer distances into the city.
- Delivering **School Streets** initiatives, with a view to making schemes permanent where required.
- Working with key employers and destinations close to the proposed route to **promote and encourage use of the route and to provide secure cycle parking**. There are numerous small and medium employers and destinations along the route.
- **BetterPoints scheme** to promote and incentivise use of sustainable travel on the new facilities and wider network.
- Provision of Variable Messaging Sign (VMS) with monitoring camera for **promotion and monitoring of routes** and Park Active initiative.

### *How scheme will help address local challenges*

- The A23 is a key strategic arterial route into the City and forms part of National Cycle Route (NCN) 20. This route links to a high number of residential areas which currently rely on private car and public transport to access the City. **A high-quality safe cycle facility along this route will support more residents to take up Active Travel modes** to travel safely along this corridor which will reduce the number of local short car trips and support the public transport network whilst we recover from Covid-19 and move towards a new normal.
- The proposals will **support public transport users in terms of providing alternative Active Travel options** as well as **improving access to bus services**.

- The proposals will **ensure that cyclists and pedestrians can safely use this route** with provision of high quality segregated cycle facilities and improvements at junctions which are key problem areas for both cyclists and pedestrians at present.
- The proposals would, combined with Tranche 1 and the Valley Gardens improvements scheme, provide a **high quality cycle route between the city centre and the northern limit of the city**, providing a safe alternative to public transport and private vehicle use.

### Scheme 3 – A259 Kingsway / Wellington Road Active Travel Corridor

#### *Location*

A259 Kingsway/Wellington Road between the junction with Fourth Avenue and the western City boundary

#### *Measures to be adopted*

- **Reallocation of road space, and removal and reconfiguration of parking to create a temporary on-road westbound segregated cycle lane** to meet the high demand for cycling on this busy Active Travel Corridor. While this scheme is temporary, the council has agreed to progress plans for a high quality, bi-directional segregated cycle lane along the whole length of this scheme (Tranches 1 and 2), from the Palace Pier to the western City boundary. These plans are at the design stage and would represent a significant legacy from the emergency measures, linking with parallel permanent plans by West Sussex County Council to implement similar facilities which would result in a high quality segregated cycle lane from Brighton to Shoreham (approximately 10km distance).
- **Permanent safety improvements to key junctions** with the introduction of cycle advance low-level signals.
- **Park Active site** at King Alfred Leisure Centre car park – Park & Cycle / Park & Stride initiative with facilities and promotions, allowing walking and cycling journeys for the 'last mile' by those travelling longer distances into the city.
- Working with key employers and destinations close to the proposed route to **promote and encourage use of the route and to provide secure cycle parking**. Key employers in this area include Shoreham Port Authority.
- **BetterPoints scheme** to promote and incentivise use of sustainable travel on the new facilities and wider network.
- Provision of Variable Messaging Sign (VMS) with monitoring camera for **promotion and monitoring of routes** and Park Active initiative.

#### *How scheme will help address local challenges*

- The existing shared footway / cycle facility on the seafront is under increasing pressure as people take exercise and travel actively around the City and as visitors return to Brighton & Hove. This increased demand is very welcomed, but it is making it **difficult for both pedestrians and cyclists to maintain physical distancing and reach their destinations safely**. Providing the improvements proposed will **ensure that both cyclists and pedestrians have improved and additional safe space to travel, by reallocation of road space**

- The new temporary facility will further **extend the similar facility that was implemented as part of Tranche 1** and will link with future permanent plans by West Sussex County Council to provide a two-way cycle facility along the A259 from Shoreham to Brighton. The route also links in the east to the existing cycle facility along Madeira Drive and the eastern City boundary (with East Sussex) as well as the new temporary segregated cycle lane on Marine Parade proposed as part of this bid submission.
- The segregated cycle lane will be up to 3m wide to **accommodate all types of cycles** including adapted and passenger carrying cycles as well as families travelling together and cargo bikes.
- The measures will **vastly improve the strategic corridor for cyclists** on this route, the National Cycle Route (NCN) 2, providing a high quality on-street route for the NCN2, particularly for the section between Shoreham Port and Wharf Road where the current NCN route diverts via an indirect route around the port

#### **Scheme 4 – A259 Marine Parade Active Travel Corridor**

##### *Location*

A259 Marine Parade between Palace Pier and Duke's Mound

##### *Measures to be adopted*

- **Reallocation of road space and removal / reconfiguration of parking to create a new temporary on-road segregated cycle lane** to meet the demand for an Active Travel facility on this busy corridor.
- **Permanent safety improvements to a key junction** with the introduction of cycle advance low-level signals.
- Working with key employers and destinations close to the proposed route to **promote and encourage use of the route and to provide secure cycle parking**. Key employers in this area include Royal Sussex County Hospital.
- **BetterPoints scheme** to promote and incentivise use of sustainable travel on the facilities and wider network.

##### *How scheme will help address local challenges*

- Residents in Kemptown have **poor access to an east-west cycle facility** as the existing facility (NCN2) on the seafront is only accessible along this section from either Duke's Mound or Palace Pier (a distance of over 1.5km); furthermore, access via Duke's Mound is a significant level difference which is not attractive to all cyclists, e.g. new or inexperienced cyclists. This means that cyclists currently need to travel along Marine Parade where there is no existing cycle facility and where the carriageway is very wide with large volumes of traffic. This location has been identified as a key barrier to Active Travel in this part of the City during the development of the LCWIP and in previous studies looking at walking and cycling permeability in the area.

- For residents living in the areas to the north of Marine Parade, there is **known demand for commuting journeys** e.g. into the city centre and Hove. Providing a segregated cycle facility will provide for this demand in this area of the city, offering a **safe, high quality route**.
- The cycle lane will be up to 3m wide to **accommodate all types of cycles** including adapted and passenger carrying cycles as well as families travelling together and cargo bikes.
- Reducing carriageway widths on this wide, vehicle-dominated route is **likely to reduce vehicle speeds** and ensure a **safer environment for pedestrians and cyclists**

## **Scheme 5 – Western Road Active Travel Corridor**

### *Location*

Western Road between the junctions with Dyke Road and Montpelier Road

### *Measures to be adopted*

- **Reallocation of road space to permanently widen footways to provide pedestrian improvements and strategic route enhancements** to complement a £1.5m Highway Maintenance Challenge Fund (HMCF) scheme (pedestrian / cycle / resurfacing improvements)
- **Reducing the carriageway width** on this strategic route to simplify traffic movements and provide important **safety improvements** on this busy Active Travel Corridor.
- **Rationalisation of bus stops and traffic islands** to simplify traffic movements and reduce crossing distances for pedestrians.
- Decluttering of footways and introduction of **improved footway loading and disabled bays** to support the revival of the city centre.
- Working with key employers and destinations close to the proposed route to **promote and encourage use of the route and to provide secure cycle parking**. Key employers in this area include Churchill Square shopping centre
- **BetterPoints scheme** to promote and incentivise use of sustainable travel on the facilities and wider network.

### *How scheme will help address local challenges*

- Western Road forms part of the **Brighton Low Emission Zone (LEZ)**, a strategic Active Travel Corridor in the city centre retail area with the **highest levels of pedestrian footfall in the city**. It is also a key bus corridor and bus passenger interchange, with levels of on-street interchange exacerbated by the absence of a formal bus station within the City. Although the LEZ area is small (covering Castle Square, North Street and Western Road), almost 98% of bus movements in the city pass through the zone. The corridor has **over 100 bus movements per hour** during the daytime (average across all Brighton and Hove Bus & Coach Company routes 7am – 7pm, pre-Covid-19) and **significant cyclist and pedestrian movement to and within the area**, particularly from the rest of the city centre to the east, for example the Old Town and The Lanes. Cycling and walking through this area is currently unpleasant due to the **high levels of conflict potential between buses, pedestrians and cyclists**. The significant reallocation of road space and pedestrian improvements proposed will improve safety, comfort and

accessibility for pedestrians and bus passengers alike. For cyclists, reduced carriageway widths, decluttering and simplified traffic movements will ensure a smoother, safer and more direct link along this strategic route.

- The proposals will build on successful implementation of the Low Emission Zone. It is testament to the success of the LEZ, implemented in 2015, that we are now looking to make further improvements to this key city centre corridor in order to **benefit those using Active Travel and buses**, as well as benefit the local economy through improved pedestrian facilities and ambience.
- Existing restrictions mean through traffic is already restricted; however, the quality of this key route is limited for cyclists by pinch points and conflict with pedestrians and buses. The improvements will **reduce these conflict points and provide a more comfortable route for cyclists**
- The scheme will **simplify pedestrian crossing points** both on Western Road itself and on side roads, which will bring benefits for those with mobility impairments.
- The scheme will complement the £1.5million HMCF-funded improvement project, by allowing the scheme to properly address the needs of this strategic corridor in detail rather than focusing predominantly on route resurfacing. The scheme would allow for a more **holistic approach to reallocation of road space in this key pedestrian and cycle area**.
- Returning to high level of bus use is important in this City with **average household car ownership levels the lowest in the UK outside of London**.
- The scheme will simplify cycling journeys and **reduce conflict between buses and cyclists, and pedestrians and cyclists**.

**4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply \***

**X Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)**

Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis

Scheme(s) identified in Local Transport Plan

**X Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)**

**X Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)**

**X Scheme(s) identified through consultation with stakeholders**

**X Other (please specify):**

Schemes identified in Interim Covid-19 Response LCWIP and Urgent Response Transport Action Plan, approved on 23 June 2020





### 3. LCWIPs (if appropriate)

#### 5. Which LCWIP does the scheme(s) fall under? \*

**Brighton and Hove emerging LCWIP** (including *Interim Covid-19 Response LCWIP*, approved at the Environment, Transport and Sustainability (ETS) committee 23 June 2020).

The council is committed to **developing its LCWIP this financial year** and work is underway with this. Some of this work was expedited to **enable the development of an Interim Covid-19 Response LCWIP** in order to identify which parts of the walking and cycling network would be suitable for temporary measures as well as having longer term strategic importance. Further work has since been carried out on the LCWIP, we now have a draft prioritised network and emerging proposals for permanent schemes. This is subject to further engagement and public consultation; however, all **measures proposed in this bid are consistent with the emerging LCWIP.**

#### 6. Please provide a URL to the LCWIP if available

Link to Interim LCWIP: <https://present.brighton-hove.gov.uk/documents/s154324/Appendix%201%20-%20Interim%20Covid-19%20Response%20Local%20Cycling%20Walking%20Infrastructure%20Plan.%20APX.%20n%201.pdf>

## 4. Scheme 1

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

### 7. Scheme name \*

A270 Old Shoreham Road Active Travel Corridor

### 8. Total scheme cost \*

£280,000

### 9. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

*Location of proposed new cycle lanes*

A270 Old Shoreham Road, between Hangleton Road and western City boundary – see Figure 5.

*Type of road*

Dual carriageway urban A-road

*Description of scheme*

Provision of high-quality new 3m wide temporary segregated cycle lane in each direction, with accompanying complementary measures to encourage feeder journeys by walking and cycling to the main route improvements. See Figure 5.

*Location of junction improvements and point closures*

- Newtown Road / Old Shoreham Road – upgrade to junction to include provision of pedestrian signals on southern arm, low-level cycle signals and Advanced Stop Lines
- Weald Avenue / Old Shoreham Road – temporary modal filter
- Windlesham Close / Old Shoreham Road – permanent modal filter upgrade to provide facilities for cyclists
- Provision of low-level cycle signals at four additional junctions on Old Shoreham Road

*Location of area-wide measures*

- Nevill Road – between Old Shoreham Road and Nevill Avenue – provision of permanent segregated cycle lanes
- Permanent provision of Bike Share hub (6 bikes) at Hangleton Grenadier (junction of Hangleton Road and West Way)
- Permanent provision of Bike Share hub (6 bikes) at Windlesham Avenue / High Street
- Improvements to Benfield valley for cyclists and pedestrians (both at the junction of Benfield Valley / Old Shoreham Road and to the middle of the valley to the east of Sainsbury's site)

*Further complementary measures*

- Working with key schools on School Streets initiatives, with a view to making schemes permanent where required
- Working with key employers and destinations close to the proposed route to promote and encourage use of the route and to provide secure cycle parking. Key employers in this area include those in the Hove Park area (e.g. Legal & General and Lloyd's Banking Group)
- BetterPoints scheme to promote and incentivise use of sustainable travel on the new facilities and wider network.

**10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. \***

New segregated cycleway (permanent)

**X New segregated cycleway (temporary)**

Installing segregation to make an existing cycle route safer

Point closures of main roads to through traffic, apart from buses, access and disabled

New permanent footway

New temporary footway

Widening existing footway

**X Provision of secure cycle parking facilities**

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

**X Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)**

Park and cycle/stride/scooter facilities

Selective road closures using planters, cones or similar

Provision for monitoring and evaluation of schemes

**X Other (please specify):**

Provision of Bike Share hubs

**11. For corridor schemes, please provide the route length in miles**

1.7 miles

**12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

7x junction improvements

2x modal filters

2x Bike Share hubs (6 bikes each)

### Scheme 1: Old Shoreham Road Active Travel Corridor

Extension of Tranche 1 segregated cycle lanes on Old Shoreham Road between Hangleton Road and the City Boundary

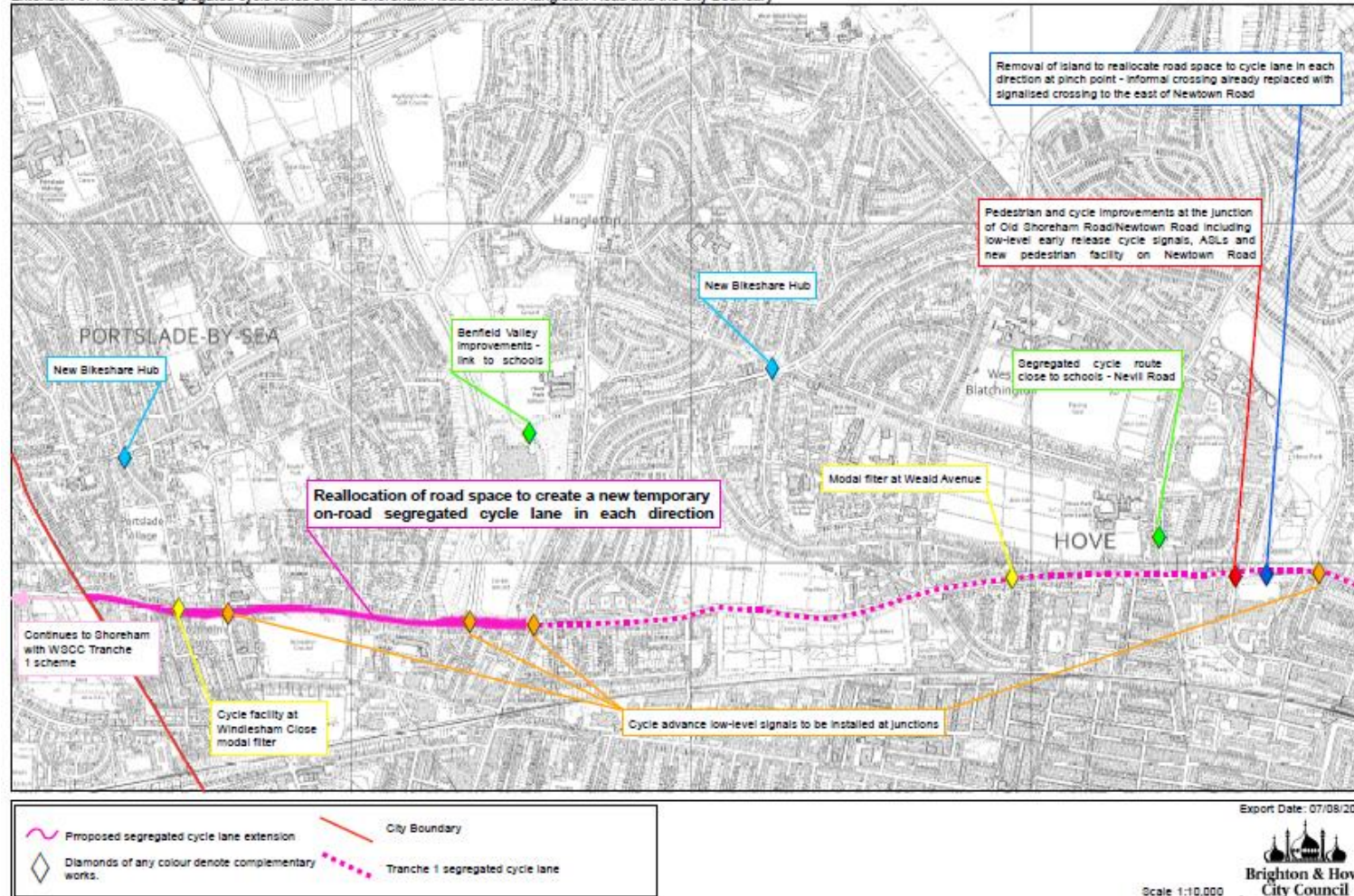


Figure 5: A270 Old Shoreham Road Active Travel Corridor scheme map

## 5. Scheme 2

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 2 schemes, please skip this page and the following 3 pages.

### 13. Scheme name

A23 London Road Active Travel Corridor

### 14. Total scheme cost

£1,128,000

### 15. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

#### *Location of scheme*

A23 London Road / Preston Road, from north of Church Hill to Stanford Avenue / London Road – see Figure 6.

#### *Type of road*

Single carriageway urban A-road

### *Description of scheme*

Reallocation of road space for Active Travel improvements along this strategic corridor including permanently widening the existing on-road cycle facility and provision of light segregation; key permanent junction upgrades; permanent extension of an existing bus lane and provision of a floating bus stop; and, permanent reallocation of road space on Stanford Avenue to provide a segregated cycle contraflow. See Figure 6.

### *Location of junction improvements and point closure*

- Carden Avenue / A23 – review and upgrade junction to include on-road cycle priority. Current cycle facility is on a shared-use footway
- Tongdean Lane / A23 – new signalised junction with cycle priority to improve safety
- Preston Drove / A23 – reallocation of road space to provide a southbound on-road cycle lane with cycle priority through the junction
- Stanford Avenue / A23 – improvements for pedestrians and cyclists at junction, linking with access to Preston Park and proposed segregated contraflow cycle lane on Stanford Avenue

### *Location of area-wide measures*

- Permanent provision of Bike Share hub (6 bikes) at Mackie Avenue / Ladies Mile Road

School Streets temporary measures confirmed for the following schools in this scheme area:

- Carden Primary School
- Stanford Infant School
- Downs Junior School
- Stanford Junior School
- Patcham Junior School

### *Further complementary measures*

- Park Active site at London Road car park – Park & Cycle / Park & Stride initiative and facilities / promotions, allowing walking and cycling journeys for the 'last mile' by those travelling longer distances into the city
- Working with key schools on School Streets initiatives, with a view to making schemes permanent where required
- Working with key employers and destinations close to the proposed route to promote & encourage use of the route and to provide secure cycle parking. There are numerous small & medium employers & destinations along the route
- BetterPoints scheme to promote and incentivise use of sustainable travel on the new facilities and wider network
- Provision of Variable Messaging Sign (VMS) for promotion and monitoring of routes and Park Active initiative

**16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

New segregated cycleway (permanent)

New segregated cycleway (temporary)

**X Installing segregation to make an existing cycle route safer**

Point closures of main roads to through traffic, apart from buses, access and disabled

New permanent footway

New temporary footway

**X Widening existing footway**

**X Provision of secure cycle parking facilities**

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

**X Park and cycle/stride/scooter facilities**

Selective road closures using planters, cones or similar

**X Provision for monitoring and evaluation of schemes**

**X Other (please specify):**

Provision of Bike Share hub

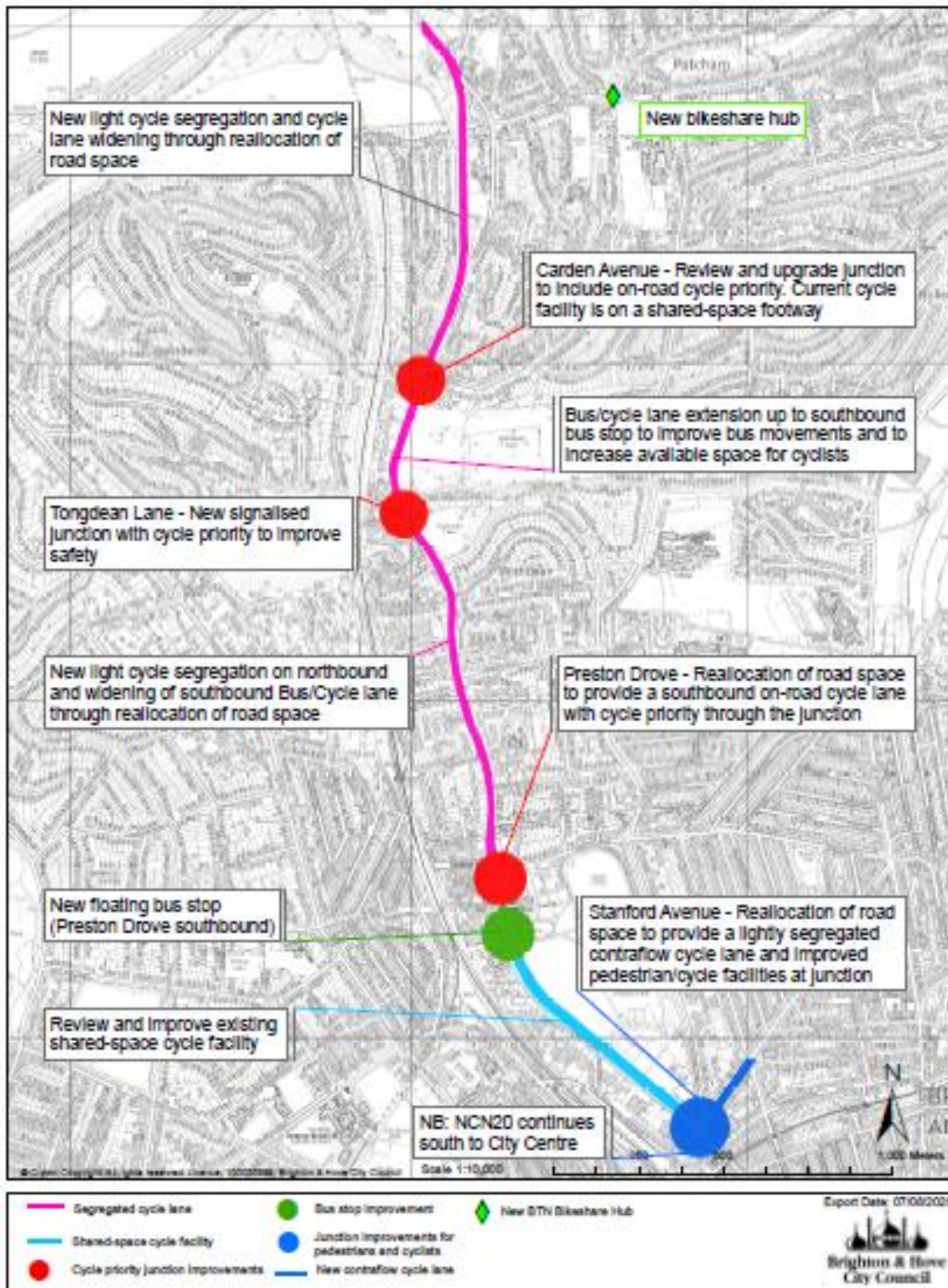
**17. For corridor schemes, please provide the route length in miles**

2.2 miles

**18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

- 4x junction improvements
- 1x Bike Share hub (6 bikes)

**Scheme 2: A23 London Road Active Travel Corridor**



**Figure 6:** A23 London Road Active Travel Corridor scheme map

## 6. Scheme 3

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 3 schemes, please skip this page and the following 2 pages.

### 19. Scheme name

A259 Kingsway / Wellington Road Active Travel Corridor

### 20. Total scheme cost

£260,000

### 21. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

#### *Location of scheme*

- A259, between Fourth Avenue and the western City boundary – see Figure 7.

#### *Type of road*

- Dual carriageway urban A-road

#### *Scheme description*

- Reallocation of road space and removal / reconfiguration of parking to create a temporary on-road westbound segregated cycle lane. See Figure 7.

#### *Location of junction improvements and point closure*

- Permanent safety improvements to five key junctions with the introduction of cycle advance low-level signals.

#### *Location of area-wide measures*

- Not proposed

#### *Further complementary measures*

- Park Active site at King Alfred Leisure Centre car park – Park & Cycle / Park & Stride initiative and facilities / promotions, allowing walking and cycling journeys for the 'last mile' by those travelling longer distances into the city
- Working with key employers and destinations close to the proposed route to promote and encourage use of the route and to provide secure cycle parking. Key employers in this area include Shoreham Port Authority
- BetterPoints scheme to promote and incentivise use of sustainable travel on the new facilities and wider network
- Provision of Variable Messaging Sign (VMS) and monitoring camera for promotion and monitoring of routes and Park Active initiative

**22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

New segregated cycleway (permanent)

**X New segregated cycleway (temporary)**

Installing segregation to make an existing cycle route safer

Point closures of main roads to through traffic, apart from buses, access and disabled

New permanent footway

New temporary footway

Widening existing footway

**X Provision of secure cycle parking facilities**

**X Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)**

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

**X Park and cycle/stride/scooter facilities**

Selective road closures using planters, cones or similar

**X Provision for monitoring and evaluation of schemes**

Other (please specify):

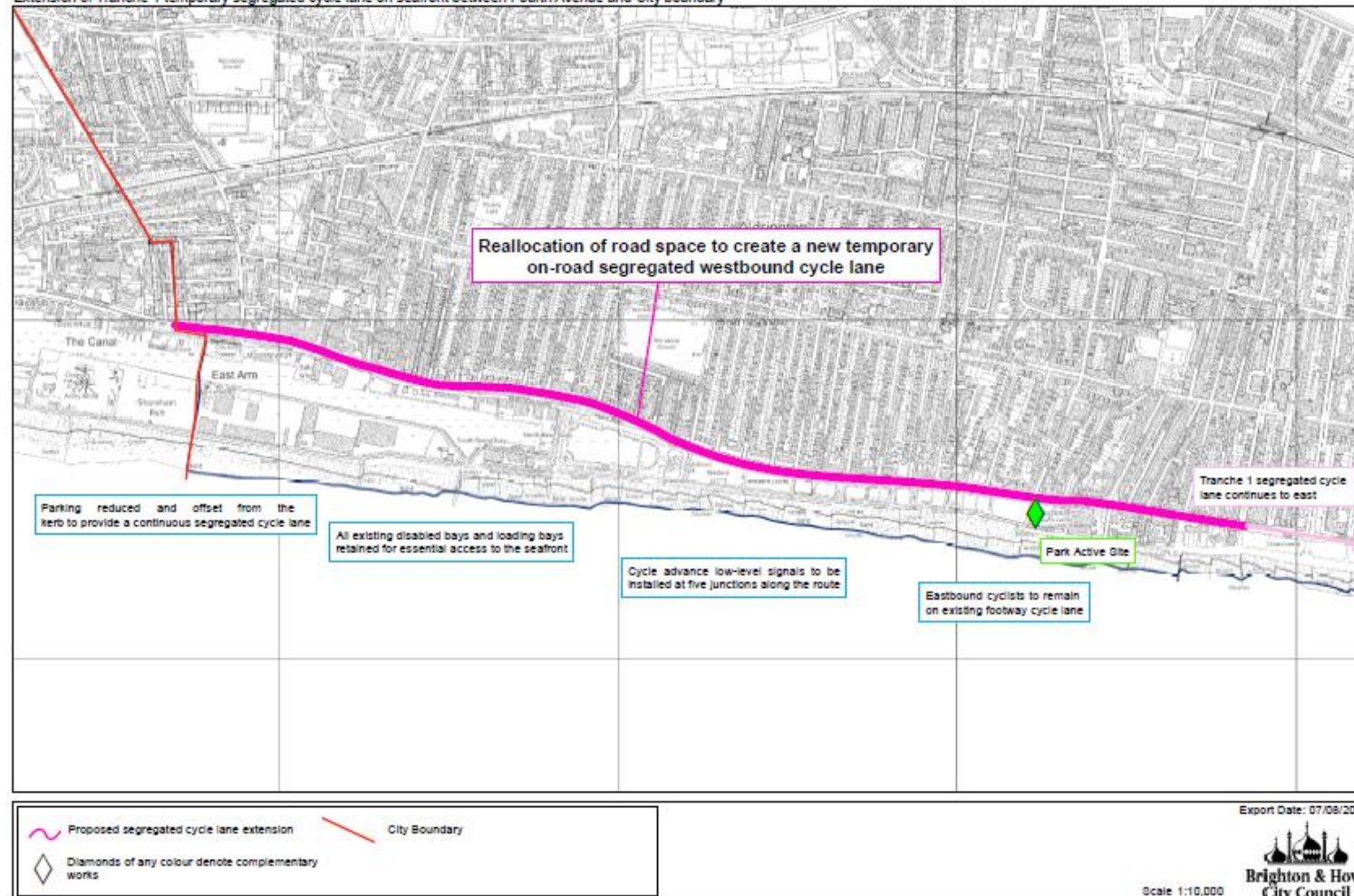
**23. For corridor schemes, please provide the route length in miles**

2 miles

**24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

5x junction improvements

**Scheme 3: A259 Kingsway / Wellington Road Active Travel Corridor**  
 Extension of Tranche 1 temporary segregated cycle lane on seafront between Fourth Avenue and City boundary



**Figure 7:** A259 Kingsway / Wellington Road Active Travel Corridor scheme map

## 7. Scheme 4

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 4 schemes, please skip this and the following page.

### 25. Scheme name

A259 Marine Parade Active Travel Corridor

### 26. Total scheme cost

£190,000

### 27. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

*Location of scheme*

A259 Marine Parade, between Palace Pier roundabout and Duke's Mound – see Figure 8.

*Type of road*

## Wide single-carriageway urban A-road

### *Scheme description*

- Reallocation of road space and removal / reconfiguration of parking to create a new temporary on-road segregated cycle lane. See Figure 8.

### *Location of junction improvements and point closure*

- Permanent safety improvements at the junction with Lower Rock Gardens with the introduction of cycle advance low-level signals.

### *Location of area-wide measures*

Not proposed

### *Further complementary measures*

- Working with key employers and destinations close to the proposed route to promote & encourage use of the route and to provide secure cycle parking. Key employers in this area include Royal Sussex County Hospital
- BetterPoints scheme to promote and incentivise use of sustainable travel on the facilities and wider network

**28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

New segregated cycleway (permanent)

**X New segregated cycleway (temporary)**

Installing segregation to make an existing cycle route safer

Point closures of main roads to through traffic, apart from buses, access and disabled

New permanent footway

New temporary footway

Widening existing footway

**X Provision of secure cycle parking facilities**

**X Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)**

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Park and cycle/stride/scooter facilities

Selective road closures using planters, cones or similar

Provision for monitoring and evaluation of schemes

Other (please specify):

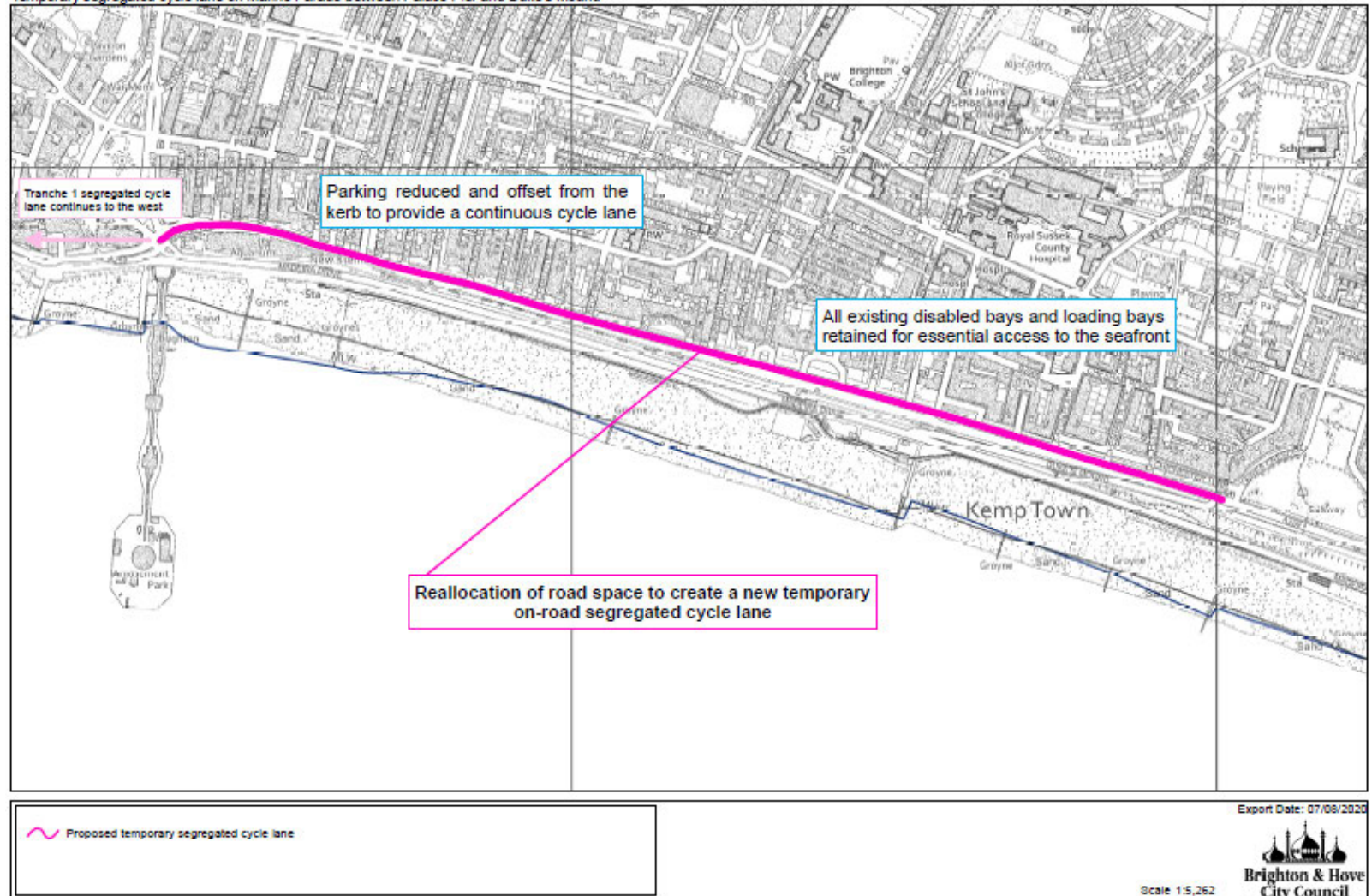
**29. For corridor schemes, please provide the route length in miles**

1 mile

**30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

1x junction improvement

**Scheme 4: A259 Marine Parade Active Travel Corridor**  
Temporary segregated cycle lane on Marine Parade between Palace Pier and Duke's Mound



**Figure 8:** A259 Marine Parade Active Travel Corridor scheme map

## 8. Scheme 5

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 5 schemes, please move onto the next page.

### 31. Scheme name

Western Road Active Travel Corridor

### 32. Total scheme cost

£822,000

### 33. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

*Location of scheme*

Western Road between Dyke Road and Montpelier Road – see Figure 9.

*Type of road*

Single carriageway urban B-road.

### *Scheme description*

- Reallocation of road space to permanently widen footways to provide pedestrian improvements and strategic route enhancements to complement a £1.5m Highway Maintenance Challenge Fund (HMCF) scheme (pedestrian / cycle / resurfacing improvements)
- Reducing the carriageway width on this strategic route to simplify traffic movements and provide important road safety improvements on this busy Active Travel Corridor.
- Rationalisation of bus stops and traffic islands to simplify traffic movements and reduce crossing distances for pedestrians.
- Decluttering of footways and introduction of improved footway loading and disabled bays to support the revival of the city centre.
- See Figure 9.

### *Location of junction improvements and point closure*

This corridor is already restricted to through traffic through the Low Emission Zone (LEZ). Further point closures are therefore not appropriate but improvements will be provided to junctions and pedestrian desire lines along this corridor.

### *Location of area-wide measures*

Key pedestrian improvements on all side roads in this corridor

### *Further complementary measures*

- Working with key employers and destinations close to the proposed route to promote & encourage use of the route and to provide secure cycle parking. Key employers in this area include Churchill Square shopping centre
- BetterPoints scheme to promote and incentivise use of sustainable travel on the facilities and wider network.

**34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

New segregated cycleway (permanent)

New segregated cycleway (temporary)

Installing segregation to make an existing cycle route safer

Point closures of main roads to through traffic, apart from buses, access and disabled

**X New permanent footway**

New temporary footway

**X Widening existing footway**

**X Provision of secure cycle parking facilities**

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

**X Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)**

Park and cycle/stride/scooter facilities

Selective road closures using planters, cones or similar

Provision for monitoring and evaluation of schemes

Other (please specify):

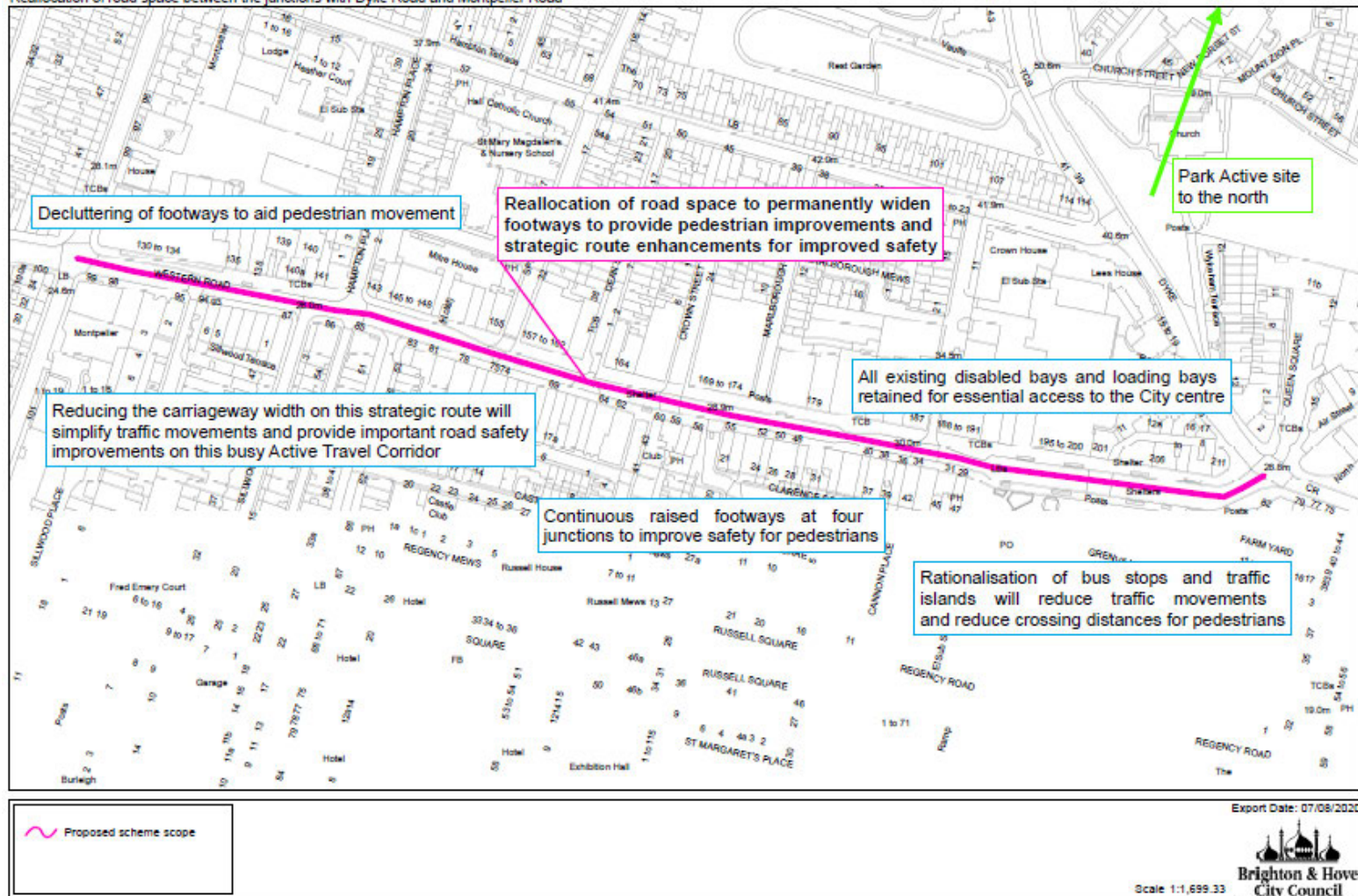
**35. For corridor schemes, please provide the route length in miles**

0.4 miles

**36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

4 junction improvements

**Scheme 5: Western Road Active Travel Corridor**  
 Reallocation of road space between the junctions with Dyke Road and Montpellier Road



**Figure 9:** Western Road Active Travel Corridor scheme map

# 9. Finance case

37. Total DfT funding sought (£) \*

£2,680,000

38. Total DfT capital funding sought (£) \*

£2,520,000

39. Total DfT revenue funding sought (£) \*

£160,000

40. Total local authority contribution, if applicable, (£)

£100,000

## 10. Management case

### 41. When do you expect to commence construction? (DD/MM/YY) \*

The construction of these schemes will be delivered in two phases. The first phase will prioritise elements of the programme that can be designed and implemented quickly such as road space reallocations and light cycle segregation with a view to starting construction on these elements from November 2020. This will include works on the A259, A270 and sections of the A23. Junction improvements will be programmed to follow in a second phase of construction that would commence from January 2021 on a phased programme to ensure enough capacity is available under our NEC Construction Framework for delivery.

### 42. When do you expect to have completed the work? (DD/MM/YY) \*

We aim to have all costs committed by 31/3/2021 with substantial completion by 31/05/2021. The first phase will prioritise elements of the programme that can be designed and implemented quickly such as road space reallocations and light cycle segregation with a view to starting construction on these elements from November 2020.

### 43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met \*

#### *Governance arrangements*

Strategic oversight of the Urgent Response Transport Action Plan (Action Plan) and Interim LCWIP (including the measures being delivered as part of the EATF Tranche 1 and detailed in this bid) is provided by the **Environment, Transport and Sustainability (ETS) Committee**. The Council's **Policy & Resource (P&R) Committee** approves the funding and resourcing of measures in the Action Plan and Interim LCWIP. An informal Member Liaison Group is also providing oversight of the emergency funding bids and implementation of the temporary measures; this is also in place to aid wider partner engagement.

The committees have also established **urgency sub-committees** during the Covid-19 pandemic, to take urgent decisions on the Council's response to the virus. The P&R Committee has also established a sub-committee specifically focused on overseeing the city's recovery.

Tactical direction for the programme of work in the Action Plan is provided via the **senior management team**. The team monitors the activity of the officer working group delivering the measures and provides direction and support by approving implementation plans, agreeing actions to mitigate risks and issues, escalating risks and issues as appropriate, reviewing communications before they are released and signing off reports for submission to Committee.

The operational response is being managed by an **officer working group** with project management, design and engineering expertise. This group focuses on the design, coordination and delivery of the measures outlined in the Action Plan, including the EATF bids. Regular programme meetings are held to review progress with implementation, identify and discuss risks and issues, and plan future measures. There is also a **Senior Officer Capital Programme Board** in place to oversee and manage infrastructure projects across the division, chaired by the Assistant Director City Transport, including the departmental Management Team, with **tight project oversight and scrutiny** in terms of programme management, cost control, risk management and following PRINCE2 project management principles.

#### *Assurance arrangements*

*Risk/safety* - As part of planning the urgent response transport measures, **risk assessments are routinely completed** ahead of implementation to identify potentially significant hazards and the steps required to mitigate them. **Safety audits** are undertaken on implemented schemes by our in-house qualified investigator. Where this member of staff has been materially involved in the design of a schemes, an independent party is commissioned to undertake the audit. Links are also made across to the Public Safety officer working group, to ensure views and input from wider service areas are considered in the planning stages.

*Equality impact assessments* – An **overarching impact assessment of the Action Plan** measures on people with protected characteristics was undertaken ahead of the Plan being agreed by ETS Committee, so that adequate consideration could be given to any potentially disproportionate effects of the measures on particular groups, and appropriate mitigating actions planned. Officers are ensuring they follow the action plan arising from this impact assessment as they implement the urgent response measures. In addition, **individual equality impact assessments are being conducted** for some of the larger measures, to ensure that the impacts of any unique factors are specifically considered ahead of implementation. Feedback from the public and representative groups is also informing a review of the overarching equality impact assessment that will be reconsidered alongside a progress update on the Transport Action Plan by Members in September 2020.

*Monitoring* - As part of planning and implementing the Action Plan measures, monitoring is underway and for new measures consideration is being given to the data and information required to monitor their impact. It will be important to **measure the effectiveness of temporary interventions** so that Members and officers can make robust, evidence-based decisions on further temporary and/or permanent transport measures, making best use of public funds in the most high-impact areas.

BHCC has significant experience and commitment to evaluating the outcomes of EATF infrastructure measures and is confident that sufficient knowledge and experience is in place to assist the DfT in assessing and sharing the benefits of the programme should this bid be successful.

**BHCC has participated in a number of programmes with a strong emphasis on evaluation** and the sharing of results, including the Local Sustainable Transport Fund (LSTF), the Cycling Towns programme, Access Fund for Sustainable Travel and the European funded CIVITAS and MMOVE initiatives. Through its involvement in these programmes, BHCC has worked with partners on the evaluation of component projects.

**The extensive baseline data** that BHCC is able to provide includes automated traffic and cycle counts, pedestrian counts, vehicle occupancy and journey time surveys, air quality monitoring, road safety statistics and public transport patronage figures. This provides a sound basis on which to monitor progress against the expected outputs identified in the bid.

*Deliverability* - The EATF programme will continue to be **delivered by our City Transport Team**, made up of experienced Project Managers, Highway Engineers and Traffic Signal Engineers with expertise covering the range of measures outlined in our bid. We also have access to flexible additional resources via our existing NEC Consultancy Framework that will be funded by BHCC to ensure the delivery of this programme on time and within budget.

The team has a **proven track record of successfully delivering externally funded programmes** of work including LSTF, Civitas, Cycling Town, Access Fund for Sustainable Travel and Community Infrastructure Fund programmes and large-scale projects of a similar nature through the LTP. More recently we have successfully managed the **substantial completion of the schemes committed to under the Tranche 1 funding** of this programme, with a full spend anticipated within the required timescales.

**44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators \***

The first stage of the main LCWIP stakeholder engagement took place in late May / early June 2020, and as part of this officers were also able to incorporate **feedback and suggestions from stakeholders on emergency measures**. Stakeholder engagement was focused on walking and cycling issues on the network, enabling feedback to be provided on problems and potential solutions – both short and long term.

**A range of stakeholder groups were consulted** (over 130 groups in total), including ward councillors, neighbouring authority officers, residents' associations, local groups, walking and cycling groups and groups representing equality, disability and diversity. Engagement involved an online survey as well as two virtual workshops:

- A workshop with the **Transport Partnership**, a city strategic partnership which includes **all major transport operators and representatives from modes including walking, cycling, rail, bus, car club, taxi and parking**.
- A workshop with stakeholder **groups representing walking, cycling, equalities and accessibility**

This has helped to inform the Interim LCWIP work and schemes which have been identified in this bid. **Further detailed consultation will be carried out with these stakeholders** as the LCWIP develops, including development of schemes proposed in this bid.

The council is **continuing to work closely with local bus companies**, principally Brighton & Hove Bus & Coach Company, the main operator in the City. This has involved meetings and detailed discussions between the council and the bus company on the **implementation of temporary schemes and the impact on bus movements and bus passengers**, as well as the longstanding successful **Quality Bus Partnership** in place in the city. This partnership oversees and **works with the four main bus operators** in the city, with monthly meetings and high levels of engagement with senior council officers and Managing Directors.

We continue to **work closely with taxi operators through the local Taxi Forum**, which meets quarterly. We have previously developed joint projects with bus and taxi operators including retrofitting diesel engines to meet Euro6 standards and rollout of Electric Vehicle Charging Points for taxis.

The council also works closely with emergency services and are a key member of the **Sussex Safer Roads Partnership**, which includes the council, Sussex Police, East and West Sussex County Councils, Sussex Fire & Rescue Service, Highways England and the Magistrates Service.

Internally we work closely with relevant departments in scheme development including **public health and sustainability**.

We have to date **worked with affected businesses** in areas where schemes are implemented, which will continue for proposed schemes. We will also continue to **work more widely with businesses** through the economic development team and Business Improvement District (both of whom sit on the Safer Public Spaces working group the council has set up to deliver recovery schemes) and also through the Access Fund for Sustainable Travel behavioural change project.

The council has also put in place a **survey for the public to feedback on temporary, Covid-19 response transport and travel measures** in the city. This survey enables respondents to indicate their level of support for the scheme as well as an opportunity to provide comments on the measures and indicate whether the measures have supported social distancing and enabled them to travel more actively. Where comments are received via email from members of the public, these are also being collated, recorded and analysed.

As well as the public survey we are carrying out **statutory consultation** for schemes in line with legislation for **Traffic Regulation Orders**. Businesses have been consulted as part of schemes implemented to date and this will continue to be carried out for future schemes.

Finally, officers have been **engaging closely with walking / cycling representatives via a weekly working group** to review schemes and suggest design solutions.

#### 45. Please state which design standards have been followed in developing your scheme(s) \*

All proposed schemes would provide cycle routes that are:

- Coherent,
- Direct,
- Safe,
- Comfortable and
- Attractive.

Therefore consistent with the core design principles of Department for Transport's *Local Transport Note 1/20*.

Furthermore, all schemes would embrace the design principles of LTN 1/20, as set out below.

- **Accessible to all** – proposals would contribute to inclusive cycling by providing facilities to accommodate a wide range of users and cycles, for example proposed segregated facilities on the A259 would replace the current shared pedestrian / cycle path which does not currently cater for all kinds of cycle. The new facility would also cater more broadly for user types, e.g. those less confident or cycling with children.
- **Dedicated cycle routes** – cycles treated as vehicles and physically separated from pedestrians, providing better facilities for cycling and also allowing more space for pedestrian movement and physical distancing
- **Physical separation** – cycles separated from motor traffic
- **Direct** – proposed routes are along direct corridors, forming part of the strategic cycling network, both within Brighton and Hove and cross-border, and form part of the emerging LCWIP and are consistent with those identified by the Rapid Cycleway Prioritisation Tool (CyIPT)

- Provide **capacity for growth** – cycle schemes would be designed with future growth in mind, allowing not only for a range of cycles to use the facility (e.g. tricycles, cargo bikes) but also allowing for future growth in cycling. Routes selected offer the most opportunity to provide routes of minimum 2m for one-way provision
- Form part of a **holistic network** by connecting to existing segregated facilities and the Tranche 1 schemes, as well as reflecting emerging LCWIP priorities
- Allowance has been made for **complementary cycle parking and Bike Share provision** as part of the schemes. Options for provision of secure cycle parking are also being investigated currently by the council as part of the LCWIP work.

In addition, wider design standards have been used in scheme development such as London Cycling Design Standards (LCDS), Manual for Streets (MfS) (and MfS2), Design Manual for Roads and Bridges (DMRB), Inclusive Mobility, Guidance on the use of tactile paving surfaces, and Traffic Signs Regulations and General Directions (TSRGD), and will be used going forward:

**46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? \***

Yes

**X No**

If yes, please provide details

## 11. Commercial case

47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? \*

X Yes

No

Please provide details

The schemes included within this bid **already have political approval** as part of our Covid-19 Urgent Response Transport Action Plan and are **closely linked to schemes within Tranche 1** and therefore **design work and discussions are already underway**.

We have **NEC Framework Contracts in place** for the provision of construction and consultancy support. We have worked with many of the suppliers under both contracts for many years and have excellent working relationships with all parties. This means that we are **well placed to deliver schemes quickly** and have already begun discussions on the schemes within this bid with the various parties so that early planning can take place. BHCC has a proven track record of delivering grant funded projects on time and to budget using the existing framework.

To ensure that we manage the available resources effectively we will **prioritise elements of the programme that can be designed and implemented quickly such as road space reallocations and light cycle segregation** with a view to starting construction on these elements from November 2020. This will include works on the A259, A270 and sections of the A23. Junction improvements will be programmed to follow in a second phase of construction that would commence from January 2021 on a phased programme to ensure enough capacity is available under our NEC Construction Framework for delivery.

## 12. Monitoring and Evaluation

48. Has monitoring and evaluation been considered for all scheme(s)? \*

Yes

No

If yes please provide details

The **extensive baseline data** that BHCC is able to provide includes automated traffic and cycle counts, pedestrian counts, vehicle occupancy and journey time surveys, air quality monitoring, road safety statistics and public transport patronage figures. This provides a sound basis on which to monitor progress against the expected outputs identified in the bid.

In addition to the permanent traffic counters, a number of **temporary counters have been commissioned** (and further counters will be should Tranche 2 schemes go ahead), including **pedestrian counts**, which provide further valuable data on which to monitor schemes. Variable Messaging Signs (VMS) will also be used.

The council also carries out **annual travel to school surveys** in the spring which provide baseline and continuing data. There are a number of schools surrounding the proposed schemes, most notably a campus to the immediate north of the proposed Preston Road / A23 scheme where there are two large secondary schools, a primary school, a SEN school and a 6<sup>th</sup> form / adult education college, and also the Old Shoreham Road area where there are a number of key schools to both the north and south of the proposed scheme (and Tranche 1 scheme).

An **annual travel to work survey** is also carried out with employers in the City. This survey can be adapted to include questions on Covid-19-related changes to workplace travel as well as both Tranche 1 and Tranche 2 schemes when it is next carried out.

**BTN Bike Share data** is available to give baseline and continuing levels of cycle rentals at existing hubs along the proposed routes, as well as activity relating to new hubs installed or proposed as part of Tranches 1 and 2.

Statutory Traffic Regulation Order (TRO) consultations for Tranche 1 schemes are currently active via the council's consultation portal. These surveys will be added to for future schemes as they develop.

A **public feedback survey** for all Tranche 1 schemes is also currently active <https://consultations.brighton-hove.gov.uk/parking/covid-19-temporary-measures/>. **These surveys have been extremely popular** (for example, Old Shoreham Road Tranche 1 segregated cycle lane scheme with 2,800 responses to date and Madeira Drive closure with 2,100 responses to date), and Tranche 2 schemes will be added to the survey as they are implemented. Alongside gathering general feedback from the public, there are also **usage and mode-shift questions asked**.

Other methods for collating monitoring data include **analysis of Penalty Charge Notice (PCN) data** for key areas, as well as **collating, analysing and monitoring emails received** by the council on measures implemented.

Monitoring will also include **clear reporting to DfT** on intervention details and costs for delivered schemes, as per standard reporting templates.

**49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") \***

Not applicable

## 13. Declaration

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

**I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.**

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s);
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;
- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the scheme(s) and costs therein.

## 50. Reporting Officer details \*

Name   
\*

Telephone number   
\*

Email address

\*

**51. Senior Responsible Officer details \***

Name

\*

Telephone number

\*

Email address

\*

**52. Section 151 Officer (or equivalent) details \***

Name

\*

Telephone number

\*

Email address

\*

**53. Please add further details or clarification**

Section 151 officer confirmation of schemes' Value for Money to follow by 11 September deadline.  
Maps of schemes have been submitted via email in the PDF version of this bid document, as well as separate documents for clarity of detail.