

# COVID-19 Emergency Active Travel Fund

## SECTION A: BACKGROUND

Q1. What is your local transport authority name?

Brighton & Hove City Council (BHCC)

Q2. Which geographical region are you in?

South East England

Q3. What type of authority are you?

Unitary Authority

Q4. How would you classify yourself geographically?

Urban Large (population over 250,000)

## SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

The proposed programme is called the 'BHCC Urgent Response Transport Action Plan' and consists of 3 key themes which include:

1. Improved and new temporary cycle lanes
2. Improved walking facilities to support physical distancing and active travel
3. Improved access to cycle parking and cycle hire

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

1. Improved and new temporary cycle infrastructure

1a. A270 – Old Shoreham Road – New temporary cycle lane (2.7km in each direction)

On 11th May, BHCC installed a new temporary mandatory cycle lane in each direction on a 2.7km stretch of Old Shoreham Road; a popular commuter route where access to cycling facilities was limited. The cycle lanes reduce the need for travel by car into the city and connect with the existing cycle network running to Dyke Road and the seafront. This programme will see the route developed further with the introduction of light segregation along the cycle lanes. This scheme is currently temporary but has the potential to become permanent at a later stage subject to local support via a consultation.

1b. A23 – Road space reallocation to reduce pinch points on NCN 20 (500m)

The A23 will see localised cycle improvements at the junction with Cheapside and the section between the junctions with Dyke Road Drive and Preston Circus. Collectively this will create an additional 500m of two way cycling at key pinch points in the City. Both improvements will see the reallocation of traffic lanes to provide additional space for cyclist on the carriageway. This will in turn create additional space on the footway for pedestrians to physically distance where previously the footways were shared with cyclists. The scheme near the junction with Argyle Road will make a significant improvement to NCN 20 which is a very popular and well used route into the City and will require the experimental closure of a section of Argyle Road.

1c. A259 – New temporary on-carriageway cycle lane – Phase 1 (2.5km)

The A259 is our strategic coastal route which currently accommodates the NCN 2 on a shared footway facility between the Old Steine and Hove Lagoon. The demand for walking and cycling along this route has significantly increased and physical distancing has therefore become difficult. This proposal will introduce a temporary segregated cycle lane on the carriageway by suspending parking and reallocating the southern traffic lane for westbound cyclists. Eastbound cyclists will remain on the existing shared footway facility to ensure that physical distancing can be maintained on this exceptionally popular route. This will also create additional capacity on the footway for pedestrians.

Phase 1 included in this bid will implement improvements between the Old Steine in Brighton and Fourth Avenue in Hove. Phase 2 will follow on immediately and will extend the route to the western City boundary.

Whilst this is a temporary proposal at this stage, we will be working on a permanent scheme in parallel that can be progressed in the medium term, subject to funding and support through consultation. We are also working in partnership with Adur and Worthing District Council and WSCC to ensure both the temporary and permanent plans tie in with their plans to continue the route further towards Shoreham.

1d. Basin Road South – NCN 2

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

1e. Existing cycle infrastructure improvements through enforcement

We have many established and well used cycle routes in the City, such as the Lewes Road corridor, that are compromised by illegal parking. We very much welcome the change to legislation that will be implemented on the 22nd June which will enable BHCC to enforce these existing restrictions remotely. To do this we will be using our existing network of CCTV cameras, however we would like to expand our capacity to do this with additional CCTV cameras on Preston Road and key strategic corridors to support the cycle improvements proposed as part of this bid. We will also be reviewing our existing advisory cycle lane network with a view to making them mandatory where feasible with additional signs and lines.

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

2. Improved walking facilities to support physical distancing and active travel

2a. Footway widening in retail centres and at strategic bus stops (1.1km of widened footway)

This scheme will include temporary footway widening on key corridors and shopping areas within the City to support physical distancing and to facilitate queuing outside large retailers. Designs are in place for footway works to take place in the main retail streets on Church Road, Hove; St James Street; London Road; the Old Town and Brighton Central (Churchill Square/West Street/Western Road).

In total we will create 1.1km of widened footway using both bolt down kerbs with blacktop and using traffic management equipment such as water filled barriers.

Works in the Old Town and Brighton Central will also include access only and restricted access conditions to manage traffic flows and open up additional space for pedestrians in the busiest parts of the City.

All the works under this theme will include a reduction in the available kerb side parking, but due consideration has been given to maintaining access for blue badge holders and taxis who provide a valuable service to those who require close access to goods and services in our key retail areas. We will also be maintaining loading facilities where possible to support business operations and have worked closely with the local bus company to relocate and rationalise bus stops where needed to support these important improvements.

3. Improved access to cycle parking and cycle hire

3a. Additional cycle parking in Valley Gardens (Parking for 100 bikes)

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

3b. Extension of the Brighton Bike Share Scheme

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

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£713,000

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£713,000

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

Zero

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

## LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

No

## SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? 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.

Point closures

Segregated cycleway (temporary)

Widening existing footway

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

Other (please specify):

Portable VMS signage will be used to promote new infrastructure around the City as required and to raise awareness of road safety messaging.

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

The total length of new on-carriageway segregated cycle facilities is 14.4KM  
The total length of widened footway is 1.1km

Q16. When are the works expected to be completed?

All works will be completed by 31st July 2020 (revised to August/September to reflect the 8 week implementation period following the funding allocation)

Q17. When is the scheme(s) expected to be open to the public?

Each scheme will open as soon as possible but all work will be complete by 31st July 2020 (revised to August/September to reflect the 8 week implementation period following the funding allocation)

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

## SECTION D: DECLARATION

Q21. Reporting Officer details

<b>Name</b>	David Parker - Head of Transport Projects and Engineering
<b>Telephone number</b>	██████████
<b>Email address</b>	██
<b>Postal address</b>	Brighton and Hove City Council, Room G41, Hove Town Hall, Norton Road, Hove BN3 3BQ

Q22. Senior Responsible Officer details

<b>Name</b>	Mark Prior - Assistant Director City Transport
<b>Telephone number</b>	██████████
<b>Email address</b>	██

Q23. Section 31 Officer (or equivalent with delegated authority) details

**Name** James Hengeveld - Deputy Chief Finance Officer

**Telephone number** [REDACTED]

**Email address** [REDACTED]

## Q24. Please add further details or clarification

Supporting information has been provided below in relation to the listed questions.

### Question 7

The total cost of the proposed programme themes are listed below:

1. Improved and new temporary cycle lanes - £370K
2. Improved walking facilities to support physical distancing and active travel - £302K
3. Improved access to cycle parking and cycle hire - £41K

Total cost = £713K\*

\* We have not included VAT as we are exempt from making these payments. We are also aware that we have scoped works beyond our indicative allocation, but we are confident that all these improvements can be delivered within the required timescales.

### Question 11

The full LCWIP was programmed to be delivered in December 2020 however in light of the current situation we are bringing forward an interim LCWIP that will be published on 23rd June 2020. The interim plan will focus on delivering measures in the medium term that will support recovery.

### Question 12

All proposed locations for improvements within this programme are detailed within the Interim LCWIP that is due to be published on 23rd June 2020.

### Question 13

The prioritised list of schemes had not been finalised at the time of submitting this bid but it is our understanding that all the schemes are a strategic fit for the proposed network plans that are to be presented at committee on 23rd June 2020.

### Question 19

The specific details of this proposal have been presented to stakeholders of key groups within the City and extensive discussions have taken place with local bus companies. We have also set up a Safer Spaces Working Group who meet weekly to discuss requirements for the commercial centres. This working group includes internal stakeholders and the BID manager for Brighton and Hove.

In parallel we have also been carrying out engagement with a range of stakeholders in relation to the development of our interim LCWIP. This has included an online map-based survey as well as remote workshops that have given stakeholders the opportunity to put forward specific suggestions for both short term and long-term changes to the network. The workshops have included elected members, members of our Transport Partnership, walking, cycling and public transport interest groups as well as local groups representing people with a range of disabilities and specific needs.

### Question 20

We will be using our existing network of traffic and cycle counters to monitor the impacts of the proposed changes. In addition to this we have a number of vehicle activated signs that can record traffic volumes and speeds that we will be used around the City to help gather data as well as to modify driver behaviour and to reduce speeds.

Feedback from residents is being collated on a weekly basis to ensure suggestions are being considered as further opportunities are identified. We will also be gathering feedback via the next stage of the LCWIP engagement process that will be taking place over the coming months. This will include further workshops and online public consultations.

### Political Support and Delegated Powers to Deliver

High level details of these schemes were included in our 'Transport Strategy – COVID19 Emergency Response to Transport and Reallocating Road Space' report which was agreed at the Policy and Resources Urgency Sub-Committee on 14th May. This report received cross party support and gave delegated authority to the Executive Director of Economy, Environment and Culture to deliver the Urgent Response Action Plan.

Details of the approval can be viewed on our website under Item 3 on the agenda following the link below.

<https://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=758&MId=10174&Ver=4>

Furthermore, Policy and Resources (Recovery) Sub-Committee on 29th May agreed to identify and implement urgently needed changes to both public places and the transport network, to enable outdoor

**Q24. Please add further details or clarification**

exercise, active travel and maximise safe public transport use, (including measures referenced in the Government guidance, such as timed road closures) that can take place prior to 15th June.

If you require any further details on any of the elements of this bid submission then please do not hesitate to contact us.