

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 92

Brighton & Hove City Council

<b>Subject:</b>	<b>Cyclist Priority Network</b>		
<b>Date of Meeting:</b>	<b>26 January 2010</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jim Mayor</b>	<b>Tel:</b> 29-4164
	<b>E-mail:</b>	<b>Jim.Mayor@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>Yes</b>	<b>Forward Plan No: ENVCOMM13979</b>	
<b>Wards Affected:</b>	<b>Moulsecoomb &amp; Bevendean; Preston Park; Queen's Park; St Peter's &amp; North Laine; Withdean</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The CIVITAS Cycling Priority Project contains a commitment to use innovative physical solutions to join missing links in the city's cycle infrastructure. Measures must be implemented within the CIVITAS corridor as shown in Appendix A (which is roughly the area around London Road and Lewes Road from the northern city boundary to the seafront).
- 1.2 This report identifies a number of preferred small scale cycling projects and locations (to implement measures) along with contingency approaches that can be progressed if any of the preferred sites prove undeliverable for any reason.
- 1.3 The report seeks approval to work up the recommended and contingency projects outlined in this report to detailed design stage, and to advertise Traffic Regulation Orders where required. By their nature, contingency measures for the CIVITAS funded scheme could still usefully be implemented as part of future works as they are of benefit to the quality of the city's longer term cycle infrastructure.
- 1.4 The Cycling Priority Project is part of the wider CIVITAS programme which draws on funding from the European Union. Cabinet formally accepted grant funding through the CIVITAS programme on 16 October 2008. The total CIVITAS grant of £2.2 million provides Brighton & Hove City Council with funds to research and implement a number of innovative small-scale transport projects over a four-year period. Involvement in the CIVITAS process provides an excellent opportunity for the council to undertake additional investment in the City's transport infrastructure and services.
- 1.5 The project will contribute towards the council's carbon reduction commitment and specifically help to achieve the following corporate priorities:
  - Protect the environment while growing the economy - as cycling is a carbon neutral form of transport;
  - Reduce inequality by increasing opportunity – cycling provides access to jobs and services for those who have no access to a car.

## **2. RECOMMENDATIONS:**

- 2.1 That the Cabinet Member gives approval to continue work on the four recommended and two contingency projects outlined in Section 3 of this report to detailed design stage and to advertise Traffic Regulation Orders.

## **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 Since Cabinet's acceptance of CIVITAS funding and obligations in October 2008, efforts have been made to identify the most suitable locations and measures to deliver the Cyclist Priority Network project. Sites need to be within the CIVITAS corridor, and incorporate gaps in the city's cycling network that can be filled using innovative measures.
- 3.2 This work has enabled projects to be identified that can be delivered over 16 different locations (although some of the locations are grouped together to achieve greater benefit).
- 3.3 This report sets out those locations and proposed measures, and seeks approval to develop the individual interventions to detailed design stage.

### **Recommended Sites**

- 3.4 Location 1/ Lewes Road north-bound (Vogue Gyratory to University of Brighton)
  - 3.4.1 This stretch of Lewes Road includes signalised crossings (Bear Road, Saunders Park View, Coombe Road, and Natal Road) and so comprises 4 sites.
  - 3.4.2 This project would seek to reduce stop-start cycling conditions by introducing an innovative 'green wave' for cyclists along this route. Green wave sees coloured (LED type) lights installed along a cycle lane ahead of traffic lights. These lights help cyclists adjust their speed so they don't have to wait at the traffic lights. In simple terms, if cyclists time their approach to the traffic signals by using the Green wave lights, they will reach the traffic signal on a green light and so avoid the need to stop at the junction.
  - 3.4.3 The project also includes the segregation of the existing cycle lane from the carriageway by a raised kerb. The approach, similar to that used in Trafalgar Street, would give cyclists more protection from vehicles, and also help overcome problems occasionally caused in the area by motorists parking in the cycle lane, forcing cyclists into the traffic and negating any benefit the green wave system would provide.
  - 3.4.4 Lewes Road is as an ideal location for this project as it features a series of traffic signals that operate on a fixed phasing sequence (required for Green-wave) along a continuous stretch of popular cycle lane (linking Vogue Gyratory with the University).
- 3.5 Location 2/ Lewes Road south-bound (University of Brighton to Vogue Gyratory)

- 3.5.1 This stretch of road includes the same four signalised crossings as the north-bound section (Bear Road, Saunders Park View, Coombe Road, and Natal Road), and therefore involves four sites.
- 3.5.2 Although there is already south bound cycle lane provision between the University and Vogue Gyrotory, cars and buses need to cross the cycle lane to reach parking spaces and bus stops. The cycle lane is also often blocked by vehicles double parking in the cycle lane alongside legitimate parking bays. This forces cyclists into traffic or onto the pavement, creating potential for collisions and stopping less confident cyclists from using the route.
- 3.5.3 The proposed project would involve the position of the cycle lane and parking bays being reversed, so that the cycle lane is located next to the pavement. The cycle lane would also be raised from the carriageway level, to provide cyclists with a greater feeling of security and to dissuade motorists from parking over the cycle lane.
- 3.6 Location 3/ Falmer, London Road and Preston Park Rail Stations.
  - 3.6.1 These three locations would involve trials of improved ramps designed to help cyclists manoeuvre cycles over station footbridges. The ramps would also benefit pedestrians with buggies, wheeled luggage etc.
- 3.7 Location 4/ Station Street
  - 3.7.1 Station Street is located to the east of Brighton Rail Station, off Trafalgar Street. Access to the southern end of Station Street from Trafalgar Street is currently restricted to vehicles by a small “pocket park” featuring benches and cycle parking. The pocket park is not well used and offers room for improvement. The proposal would include enhanced cycle access through an improved ‘pocket park’, resulting in better access for cyclists travelling between the North Laine / New England Quarter, whilst enabling the Station Street pocket park to fulfil its wider potential as an attractive area for more people.

### **Contingencies**

- 3.8 Cycle Radar
  - 3.8.1 Cycle Radar detects cyclists when they reach a signalised crossing, so that the crossing recognises their presence without the need for the cyclist to physically press the pedestrian button. The measure helps promote the message that cyclists needs are given equal consideration to those of pedestrians and drivers.
  - 3.8.2 Further feasibility work is required to identify precisely which crossings could benefit from Cycle Radar. However it is estimated that the system could be installed at at least 4 sites within the Civitas implementation area. The pedestrian crossing at the junction of Preston Drove and Preston Road is an example of the type of location where such an approach could be trialled.
- 3.9 Left turn for cyclists at St James’s Street
  - 3.9.1 The amended signals phasing introduced as part of the North Street Mixed Priority Route scheme has resulted in cyclists being unable to legally turn left

from the Old Steine into St James's Street. This measure would install a new cycle stop line and cycle signals to allow the left turn manoeuvre to be carried out legally and without effecting pedestrian flow or vehicle capacity.

#### **Timescale**

- 3.10 If approval to progress these schemes is agreed, work to develop them to detailed design stage will begin immediately. When design of the schemes has reached a sufficient level of detail and Traffic Orders have been advertised the plans will be brought back to the Cabinet Member for Environment for approval to implement.

#### **4. CONSULTATION**

- 4.1 The project has obtained initial political approval as part of the CIVITAS reporting process. Cabinet accepted CIVITAS programme funding on 16 October 2008 and Cabinet noted the CIVITAS update and work programme on 9 July 2009.
- 4.2 Initial consultation has taken place concerning the Lewes Road measures and further consultation will take place during the detailed design stage.
- 4.3 Due to the relatively minor nature of the project, full public consultation is not considered necessary. Formal consultation will therefore take place as part of the Traffic Regulation Order process. However relevant consultees to each scheme (such as traders in Lewes Road and rail companies) will be consulted during the development of individual schemes.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 The cycle infrastructure works outlined in the report are to be funded from the CIVITAS grant allocated for cycle priority works.

*Finance Officer Consulted: Patrick Rice*

*Date: 07/12/09*

##### Legal Implications:

- 5.2 Before implementation, all relevant procedural requirements will need to be dealt with. For example, it will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any un-withdrawn objections or representations to be considered before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

*Lawyer Consulted: Stephen Dryden*

*Date: 02/12/09*

##### Equalities Implications:

- 5.3 Increasing cycling participation will help to improve accessibility for those who have no access to a car.

#### Sustainability Implications:

- 5.4 These measures will encourage the uptake of cycling, which will result in air quality improvements, less congestion and improve the overall health of the population of Brighton and Hove.

#### Crime & Disorder Implications:

- 5.5 These measures will be designed to be as vandal-proof as possible.

#### Risk & Opportunity Management Implications:

- 5.6 There is a risk that one or more of the sites will prove not to be deliverable for financial or practical reasons. To mitigate this, contingency options have been identified, and designs for these will be progressed in tandem with the preferred sites.

#### Corporate / Citywide Implications:

- 5.7 This project will contribute towards the following Council Priorities:
- Protect the environment while growing the economy - as cycling is a carbon neutral way of transport;
  - Reduce inequality by increasing opportunity – cycling provides access to jobs and services for those who have no access to a car.
- 5.8 The measures will help to achieve the Local Transport Plan priority of promoting cycling as a healthy and sustainable mode of independent transport in the city.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 All potential locations and measures were considered by Transport Planning Officers. The recommended and contingency measures outlined in this report are suitable from a location, cost, and effectiveness point of view.

### **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The project will improve the city's cycling infrastructure at key points across the cycle network without disadvantaging other road users. The project's aim is to increase the uptake of cycling, thereby bringing benefits to the overall health of the population and improving air quality.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A: Map of the CIVITAS Corridor

### **Documents in Members' Rooms**

None

### **Background Documents**

None