

Subject:	North Laine Cycle contraflow network		
Date of Meeting:	27th March 2012		
Report of:	Strategic Director- Place		
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Ward(s) affected:	St. Peter's & North Laine		

1. SUMMARY AND POLICY CONTEXT:

- 1.1.1 This report outlines proposals for introducing a contraflow cycle network in the North Laine area and seeks permission to advertise associated Traffic Regulation Orders for the first phase of streets where contraflow cycling routes, following assessment, can be introduced.
- 1.1.2 Contraflow cycle facilities allow cycles to travel in the opposite direction to general traffic in one-way streets. Contraflow cycling is already common in certain parts of the North Laine, extending the contraflow network will increase the city's cycle network and encourage more cycling.
- 1.2 The Coalition government set out its policy direction in the new Transport White Paper 'Creating growth, cutting carbon' (January 2011), emphasising the importance of delivering local transport solutions. In accordance with national policy objectives Brighton & Hove's Local Transport Plan 3 (LTP3) which considers local strategies and plans has resulted in key themes and principles. The provision of cycle contraflow facilities can address two of these key themes of 'management' and by increasing transport choice by making the transport network more efficient and providing infrastructure which will create an environment conducive to active travel.
- 1.3 The report identifies twelve streets which would require minor changes to become suitable for cycle contraflow facilities. A further thirteen streets which require more significant changes are also proposed for consideration at a later stage.

2. RECOMMENDATIONS:

- 2.1 The Cabinet Member for Transport & Public Realm gives approval to advertise the proposed cycle contraflow facilities in a Traffic Regulation Order and that if any objections are received they would be considered at a future Environment, Transport & Sustainability Cabinet Members Meeting or Committee Meeting.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Officers were asked to prepare a report which assessed the possibility of contraflow cycle facilities in the North Laine area. Residents and businesses in the North Laine area had raised concerns about cyclists using footways and pedestrian tways illegally. Contraflow cycle lanes were proposed as a means of discouraging cyclists' use of the footways and tways by creating greater cycle permeability and permitting two-way cycling in one way streets. The Administration's manifesto commitment to cycling is to 'create a core network of safe cycling routes across the city'.
- 3.2 Between July and October 2011 officers studied the potential for contraflow cycling in all one-way streets in the North Laine. The assessment methodology identified an initial minimum network of twelve streets, which would require minor changes including some signs and road markings. The final report (see Appendix 1) also identifies a further thirteen streets which are recommended for contraflow but may require further infrastructure than just signing.
- 3.3 Officers met with the North Laine Community Association (NLCA) and with the North Laine Traders Association (NLTA) in January/ February 2012 to introduce the Permeability Review and to listen to the groups' opinions regarding the proposal. Members of the two groups were generally supportive of the proposal, and both groups said they would put links on their respective websites to keep their members informed of the formal consultation period should the TRO advertisement be given permission to go ahead.

Assessment methodology

- 3.4 In 2010 the City Council took part in a trial using 'No Entry Except Cycles' signs, which was commissioned by Transport for London, Cycling England and the Department for Transport. In July 2011 the City Council undertook a review of existing contraflow schemes, both in the UK and abroad, and carried out research into the delivery of other schemes using 'No Entry Except Cycles' signs.
- 3.5 An assessment was carried out of all one-way streets in the North Laine which analysed various factors, including traffic flow, carriageway widths and pedestrian 'twittens' (See Appendix 2). All streets in the North Laine study area were then assessed against criteria which are desirable when considering contraflow infrastructure (See Appendix 1, section 4.0).
- 3.6 All streets were also tested against the Brussels Contraflow Model to assess whether contraflow lanes could be installed. Brussels was the only example found of a municipal authority which had developed a single model for a whole city to assess the feasibility of installing contraflow cycling (see Appendix 1, section 3.0).
- 3.7 The report results were ranked in a 'traffic light' system (see Appendix 1, section 5.3 and Appendices three and four)
- Green routes would require minor changes, and associated signs and lines
 - Yellow routes would require light infrastructure changes i.e. segregated entry/exit features
 - Red routes would require major infrastructure changes i.e. addressing varying road widths in a particular street

All streets in the North Laine study area were deemed suitable for contraflow cycling when assessed against the Brussels model, apart from Cheltenham Place because the carriageway width was reduced to 2.1m in parts due to on-street vehicle parking.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Officers met with the North Laine Residents Association and North Laine Traders Association in January/February 2012. Concerns were raised by some of those present regarding safety implications of allowing cyclists to travel in the opposite direction to vehicular traffic. Any concerns raised at these meetings will be taken into consideration when designing the contraflow facilities and all designs will be in accordance with best practice guidelines and will be further subject to pre and post implementation Road Safety Audits by an independent assessor.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There is a budget of £45,000 for Cycle Facilities in the 2011-12 LTP programme. Of this sum, an estimated £1,865 will be used to fund the signs required.

- 5.2 It is estimated that a further sum of £5,000 will be needed from the 2012-13 LTP budget allocation to Cycle Facilities for additional works to develop the contraflow network, including road markings, traffic orders, two new traffic heads (estimated at £1000) in Church Street at the pedestrian crossing and sign installation.

Finance Officer Consulted: Name Karen Brookshaw Date: 16/02/12

Legal Implications:

- 5.2 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted: Carl Hearsom

Date: 13/02/2012

Equalities Implications:

- 5.3 The scheme will increase accessibility and permeability in the North Laine area for all users, particularly those travelling by bicycle. Improving awareness and provision for cycling will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.4 Opening-up the North Laine one-way streets to cyclists will promote cycling through the area and therefore increase the ease and attractiveness of cycling in the area. Cycling is a sustainable means of travel which improves public health and produces zero emissions.

Crime & Disorder Implications:

- 5.5 The scheme will alleviate associated pressures of enforcing pedestrian and cycle facilities in the North Laine area.

Risk and Opportunity Management Implications:

None identified directly in relation to this report. All designs will be in accordance with best practice guidelines and will be further subject to pre and post implementation Road Safety Audits by an independent assessor.

5.6

Public Health Implications

- 5.7 The Department of Health's Active Travel Strategy (2010) highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment.

Corporate / Citywide Implications:

- 5.8 The provision of contraflow cycle facilities will create greater permeability in North Laine and therefore encourage more people to move around the city by bike for necessary and optional journeys.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The proposed contraflow facilities will increase cyclists' use of the carriageway and therefore reduce the number of cyclists using the footway and pedestrian crossings in the area. This solution will help address the concerns raised by local businesses and residents regarding cyclists' behaviour.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The proposed contraflow facilities in the North Laine would provide new valuable links through the North Laine, help overcome the issues raised by local residents and businesses, and will positively contribute to the city's cycling network.
- 7.2 By granting approval to advertise TROs the Cabinet Member will allow Officers to amend the designs in line with RSA auditor assessment and the views of local people and proceed to implementation of associated infrastructure and promotional work.

SUPPORTING DOCUMENTATION

Appendices

1. North Laine Permeability Review
2. North Laine Existing Layout
3. North Laine Proposed Contraflow layout
4. North Laine Permeability Database

Documents in Members' Rooms

1. None

Background Documents

1. None