

Local Cycling and Walking Infrastructure Plan (LCWIP)

Planning strategically for active travel (walking, wheeling, cycling) network improvements in Brighton & Hove



February 2022



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Our LCWIP vision is:

A better connected city where active travel (walking, wheeling, cycling) is the first choice for getting from A to B, supported by high quality infrastructure which makes active travel accessible, easy, welcoming, enjoyable and safe.

Foreword

Brighton & Hove is a wonderful place. Its landscape, its people, its culture. A city with limitless potential and one which embraces active, inclusive and sustainable travel. The people who live, work and visit want better, cleaner ways to move and travel and it's something we're determined to deliver.

The way we travel is at the heart of everything we do. It connects us to our communities, schools, businesses, healthcare and leisure; it connects us to each other. Walking and cycling are an integral part of many journeys in the city – whether on their own or combined with other ways of travelling such as public transport.

Travelling sustainably is more important than ever. We face a climate and biodiversity emergency and need to do everything we can to reduce toxic emissions and improve air quality in the city. Members of our Climate Assembly in 2020 told us that we should be creating a car free city centre where people are prioritised over cars, as well as enabling cycling through a well-designed dedicated cycling network.

We know we can make changes. During the pandemic, there was a national increase in the number of people walking and cycling. We found ways of exploring and enjoying the space around our homes and new ways of working.

Our Local Cycling and Walking Infrastructure Plan (LCWIP) will be the foundation for creating a city which makes active travel accessible, easy, welcoming, enjoyable and safe.

We heard from so many of you in our consultation on the draft LCWIP. Thank you for giving us your views on this important

plan, as these have helped us shape this final document. There will be many more opportunities to feed into projects as they develop in more detail and are consulted on.

Building an infrastructure that makes it easier for people to travel on foot or by cycle means we can increase the travel options people have. Walking and cycling needs to be a practical choice as well as a healthy and sustainable one.

Developing our walking and cycling network will have benefits which reach far beyond those that use it. By ensuring everyone has access to convenient, continuous and good quality routes, we improve the walking environment for everyone and level out disparities between different parts of the city. The new look Valley Gardens is a great example of how this can be done.

The plan will also complement the city's excellent public transport network of buses, trains, taxis and BTN BikeShare bikes and be an integral part of our new Local Transport Plan.

Working closely with our partners, through engagement with residents and businesses and by investing and innovating, we can create a city with walking and cycling at its core for the benefit of everyone.



Cllr Amy Heley Cllr Steve Davis

Joint Chairs, Environment, Transport and Sustainability committee
Brighton & Hove City Council

Stage 1 – Determining scope

Geographical scope



Resources needed to deliver the plan



Governance arrangements



Stakeholder engagement approach



Timescales



The development of this Local Cycling and Walking Infrastructure Plan (LCWIP) document represents an important step for Brighton & Hove – setting out our strategic ambitions for improvements to the active travel network in the city, covering the next ten years. A network of safe and convenient routes and quality infrastructure is vital to ensure that we enable people to use active travel more in the future.

What is active travel?

Active travel is transport that involves physical activity, such as walking, wheeling (wheelchair / mobility aid) and cycling, to get from one place to another. Active travel also forms an important element of multimodal journeys, particularly for public transport. It is often a more affordable, healthier and low carbon way to travel which helps to improve wellbeing, reduce congestion, improve safety and improve air quality. **Where walking or pedestrians are mentioned in this document, please note this includes wheeling.**

What is inclusive travel?

Inclusive travel is about making sure experiences and places can be enjoyed by the widest number of people and that they have equal access to the destination of their choice. This enables people of all abilities and ages to travel more confidently, independently and safely, as well as benefitting the economy and society as a whole.

We are facing **three national and global challenges**:

Obesity and inactivity

Response to Covid-19

Climate and biodiversity emergency

An investment in active travel will help to address these three challenges and more. This investment would also improve air quality, improve mental and physical health, support sustainable development and economic growth (including the vital visitor economy) and promote low transport costs. In addition, it will help in developing and supporting vibrant neighbourhoods and local centres.

Over 70% of respondents to the survey on the draft LCWIP are **concerned with climate change (71%), air pollution (73%) and road safety (70%)**

Females generally have higher levels of concern about the transport-related issues than males, in particular relating to air pollution, climate change and personal safety.

Why is active travel so important?

Investing in active travel infrastructure improvements has a number of benefits. **Everyone uses the pedestrian environment at some point in their journey**, whether wheeling from a disabled parking space to the shops or walking to the bus stop / taxi rank / car club bay; therefore improved accessibility of walking routes benefits us all. Improving the quality of public spaces can also have a positive impact on our social interactions¹. We know that people are concerned about road danger² and cycle safety³. We know that many local residents rate their local pavement conditions as poor⁴. By improving active travel facilities we can create healthier neighbourhoods where people *want* to walk and cycle, which helps to improve physical and mental wellbeing as well as create safer communities.

¹ [Driven to Excess study](#), Hart & Parkhurst, Bristol (2011)

² [Active Travel Fund consultation](#), Brighton & Hove City Council 2021 (p27)

³ [Active Travel Fund consultation](#), Brighton & Hove City Council 2021 (p22, 35-38, 45-49, 54-58, 63-67)

⁴ [Active Travel Fund consultation](#), Brighton & Hove City Council 2021 (p25-27)

Why invest in active travel?

Physical inactivity is responsible for **one in six UK deaths** (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone)⁵



More than half of the people killed or seriously injured on the city's roads are **travelling actively**⁶

Transport represents about **a third of CO² emissions nationally, mainly from road transport**⁷, contributing to climate change



There is strong evidence that **people walking or cycling to the high street spend more** than people arriving by car⁸

There is strong evidence that regular moderate physical activity plays a vital part in staying healthy both physically and mentally and can **reduce the chances of developing numerous conditions such as diabetes, heart disease and dementia.**⁹

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Figure 1: Why invest in active travel

⁵ Public Health England, 2019, [Applying All Our Health](#)

⁶ Sussex Safer Roads Partnership data portal, average data for Killed & Seriously Injured (KSI) road casualties from 2015-2019

⁷ Department for Business, Energy & Industrial Strategy, [2020 UK greenhouse gas emissions, provisional figures](#)

⁸ Transport for London (TfL) [Walking and cycling economic benefits toolkit](#)

⁹ Academy of Medical Royal Colleges, 2015, [Exercise – the miracle cure](#)

¹⁰ Sustrans, [Active Travel toolbox](#), 2017

What is an LCWIP?

- Strategic document which is evidence-based
- Considers infrastructure only - wider supporting improvements will be addressed in the Local Transport Plan 5 document and other plans and strategies
- Sets out the principle of strategic networks of routes and areas and the commitment to active travel improvements on these
- Shows routes / areas where there is the greatest potential for supporting and increasing levels of active travel
- Broadly considers where proposed improvements will be located, but does not include detail, this comes at a later stage along with further consultation
- Opens up future funding opportunities from various sources
- This LCWIP covers the city of Brighton & Hove and while the document takes into account links with neighbouring areas, these areas are covered by separate LCWIP documents produced by other local authorities
- An evolving document that will be updated regularly
- Covers a 10 year period (2022 – 2032)



Figure 2: What is an LCWIP?

Why do we need change?

- Feedback shows that the current **active travel facilities need to be improved** so that we have a complete, safe network of infrastructure to encourage active travel journeys in the city
- We have **various targets and outcomes** to meet both as a city and nationally, for carbon reduction, safer streets, air quality and more. In order to meet these we need a step-change in the provision of infrastructure which enables active journeys
- Active travel journeys should be **easy, safe and accessible to all**. We need to encourage active travel journeys, reduce road collisions and casualties and road danger or perceptions of danger
- We need to ensure that national standards for active travel infrastructure are being met, in line with new national commissioning body and inspectorate, **Active Travel England**.

What needs to change?

The development of the LCWIP enables the council to:

- **Plan strategically** for active travel infrastructure – not the detail of specific improvements but the principle of the network for improvements
- Consider active travel improvements in **every transport scheme**, including everyday improvements and maintenance
- Develop a **complete network** of active travel infrastructure for the city
- Create **safe, accessible and welcoming spaces** for active travel, to reduce potential conflicts between road users which is particularly important for disabled people

How will the LCWIP help to deliver change?

The LCWIP will assist in meeting local and national targets and commitments including:

Target or commitment	Context
Cycling and walking will be the first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030	Gear Change – national target
Brighton & Hove will be net carbon neutral by 2030	2030 Carbon Neutral Programme – Brighton & Hove City Council (BHCC) local target
To double cycling levels by 2025 , increase walking activity , reduce the rate of cyclists killed or seriously injured (KSI) , and increase the percentage of school children walking to school	Cycling & Walking Investment Strategy (CWIS) national targets
To help achieve safe, healthy and welcoming streets and neighbourhoods; an accessible city with a transport network that everyone can use; improved air quality , and reduced carbon emissions	LTP5, BHCC local key outcomes
To support (across the South East) an increase in the length of separated cycleways and mode share of trips undertaken by foot and cycle , a reduction in NOx (nitrogen oxides), SOx (sulphur oxides) and particulate pollution levels in urban areas, and a reduction in non-renewable energy consumed by transport	Transport Strategy, Transport for the South East (TfSE), regional key performance indicators
To support more people to travel actively , and walking and cycling to be prioritised in order to benefit physical and mental health	Joint Health and Wellbeing Strategy, BHCC/NHS, local key areas for action
To promote and facilitate the use of low and zero emission vehicles	LTP5, BHCC local priority area and principle
Targets for improvements to passenger growth ¹¹ . By improving walking through the LCWIP we can improve access to and use of public transport.	Bus Service Improvement Plan (BSIP), Brighton & Hove City Council and bus providers through the Enhanced Partnership

Table 1: Targets and commitments that an LCWIP will support

¹¹ See the [Bus Service Improvement Plan](#) for further details of these targets

What else is needed?

Producing our first LCWIP is an important step in improving active travel infrastructure, but it is only part of the solution to enabling more active travel in the city, as Figure 3 shows. These wider projects are covered by the Local Transport Plan 5 – the initial outcomes and principles for which are mentioned later in this document.



Figure 3: How to support and increase active travel levels in the city

Key outputs

Key outputs from the LCWIP process are:

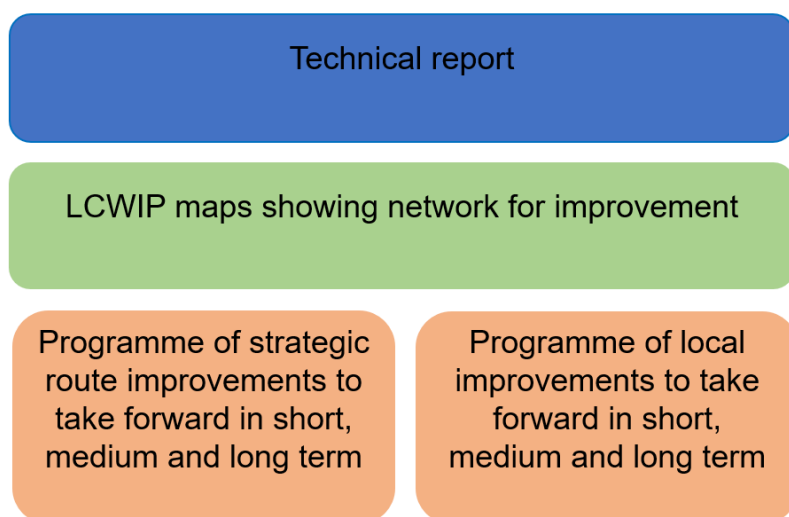


Figure 4: Key outputs from the LCWIP process

Engagement and consultation

Stakeholder engagement and public consultation have been a key element in the development of the LCWIP.

Developing the LCWIP document

A range of stakeholders were involved in developing the LCWIP, including those representing active travel interest groups, disability groups, older and younger people, local interest groups (eg residents' associations), transport providers, ward councillors and neighbouring local authorities.

Table 2 sets out the engagement undertaken in the development of the LCWIP document and the methods used.

Stage of LCWIP	Stakeholder engagement undertaken	Methods
Gathering information	Engagement with local and strategic stakeholders to understand key issues on the active travel network and suggestions for improvement	Stakeholder workshops , stakeholder survey, feedback received via email
Network planning for active travel	Engagement with local and strategic stakeholders to review the emerging and draft network	Stakeholder workshops, stakeholder survey, feedback received via email
Prioritising improvements	Engagement with strategic stakeholders to review draft prioritisation of improvements, prior to draft document going to public consultation	Stakeholder workshops
Draft LCWIP document	Stakeholder and public engagement on draft document	Stakeholder workshops, focus groups, public events, consultation survey

Table 2: Stakeholder engagement for development of LCWIP

Member involvement

A **Member Working Group** has been in place for the LCWIP development; this cross-party group of councillors has provided oversight to the development of the LCWIP document. At the January 2022 meeting of the group, it was agreed that the group would continue beyond the initial remit of the LCWIP document development, in order to have continued oversight of the LCWIP delivery.

Public consultation

A public consultation was held on the draft LCWIP document between 30 September and 15 November 2021 – this consultation also included the initial direction of travel document for the new Local Transport Plan (LTP5).

The consultation was promoted at local events, through advertisements on bus stops and on council screens such as libraries, on the council's website and social media, and by sending posters and information to various organisations and local stakeholder groups across the city. Officers also worked with local interest groups and schools in the city, and staged an exhibition and public drop-in sessions in Jubilee Library, to obtain as wide a coverage as possible. Focus groups were also held with specific groups – younger people, older people, Black, Asian and Minority Ethnic (BAME) people and disabled people.

An online survey was available on the council's consultation portal, Citizen Space. Consultation documents were available to read online or via paper copies.

The summary of engagement activity during the consultation is as follows:

- Approximately **250 people engaged via the four public events** at Jubilee Library
- **Eight focus group sessions** were held, enabling more in-depth discussion of issues and feedback on proposals
- **Fourteen workshops / meetings with stakeholders** were held, including general workshops with stakeholders to attending meetings such as the Equalities & Inclusion Partnership, Quality Bus Partnership, Local Access Forum and the Destination Experience Group
- **Over 900 responses to online survey** – which was a very good response rate to an unsolicited consultation (ie information was not mailed directly to households)

Materials developed for the consultation included posters to promote the consultation, postcards to hand out at events and to partners organisations, and paper copies of the consultation documents and questionnaire. Translations and large print / other formats of the documents were also available on request.

Feedback received from this public consultation has been incorporated into this LCWIP document where appropriate. Some quotes from the feedback are shown in Figure 5.

“Issues include condition of the pavement, broken kerbs, topography, potholes, enforcement of disabled bays, obstructions like skips in bays and pavement obstructions”

- Disabled people focus group participant

“Safety on bikes – dangerous drivers and leaving little space for bikes to manoeuvre”

“Feel unsafe walking in the evening”

“I was knocked off my bike by a car, luckily moving slowly, turning left at a junction”

- School / Youth Council focus group participants

“Too much conflict with pedestrians. Need for cyclists to be able to maintain speed and be separate from pedestrians.”

“Cycle network is currently very piecemeal.”

“I have a car but would prefer to use the bus more. In some places pavements don’t exist or are too narrow or have no dropped kerbs”

- Stakeholder workshop participants

“Many parents are not allowing pupils to walk to school as they don’t feel it’s safe for children”

“I would cycle if there were more cycle lanes”

“Protected lanes are valuable and essential”

“More zebra crossings especially near schools”

“Cycling is too dangerous, it’s scary / difficult cycling with other vehicles, especially when not confident on the road”

“Cyclists make it more difficult for those with visual impairments to use the pavement when it is shared space”

- Young people, Disabled people and Black Asian and Minority Ethnic (BAME) people focus group participants

“Shared cycle lanes - conflict with pedestrians”

- Public event comments

“Concern about dangerous junctions for cyclists and that cycle paths often give up at difficult junctions”

- Stakeholder workshop participant

“Cycling is too dangerous, it’s scary / difficult cycling with other vehicles, especially when not confident on the road”

- Black Asian and Minority Ethnic (BAME) people focus group participant

Figure 5: Quotes from public consultation feedback

How we have developed the LCWIP

This LCWIP has been developed by following the process set out in the Department for Transport's *Local Cycling and Walking Infrastructure Plans – Technical Guidance (2017)*, in line with the local transport objectives, priorities and vision set out in the emerging LTP5. Figure 6 sets out the different stages of the LCWIP development.

Stage 1 – Determining scope:

Geographical scope



Resources needed to deliver the plan



Governance arrangements



Stakeholder engagement approach



Timescales



Stage 2 – Gathering information

Review of local, regional and national policies to understand key linkages



Collating information and data on the existing walking and cycling network and trips



Identifying trip origins and destinations (existing and planned)



Stage 3 and 4 – Network planning for active travel

Mapping trip origin and destination points and trip generators



Identifying barriers to movement



Identifying desire lines for cycling journeys



Auditing of strategic routes to understand existing provision and potential for future improvement



Identifying local areas and routes for improvement



Stage 5 – Prioritising improvements

Developing timescales for delivery over short, medium and long-term



High-level prioritisation: prioritising improvements considering effectiveness, cost and deliverability



Stage 6 – Integration and application

Signoff of the document



Continued integration within policies, application for funding bids



Regular updating of the document



Figure 6: Developing the LCWIP

Stage 2 – Gathering information

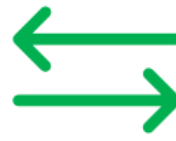
Review of local, regional and national policies to understand key linkages



Collating information and data on the existing walking and cycling network and trips



Identifying trip origins and destinations (existing and planned)



Policy context

National policies and strategies – including Gear Change (2020) and Local Transport Note 01/20, Cycling & Walking Investment Strategy (2017), Inclusive Transport Strategy (2018)

Regional policies and strategies – including Transport for the South East (TfSE) Transport Strategy (2020), Local Economic Partnership Strategic Economic Plan (2018)

Local Transport Plan 4 (LTP4) (2015) and Local Transport Plan 5 (LTP5) (in development)

- Other transport plans and strategies include–**
- Rights of Way Improvement Plan (2018)
 - Bus Service Improvement Plan (2021)
 - Air Quality Action Plan (2015 and in development)

Local Cycling and Walking Infrastructure Plan (LCWIP)

Figure 7: LCWIP policy and strategy linkages

Policy background - national

<p>Cycling and Walking Investment Strategy (CWIS)</p> <p>Department for Transport (DfT), 2017</p>	<p>Aims to:</p> <ul style="list-style-type: none"> • make cycling and walking the natural choices for shorter journeys, or as part of a longer journey • double cycling levels by 2025 • increase walking activity • reduce the number of cyclists killed or seriously injured (KSI) • increase the percentage of school children walking to school <p>Through the CWIS, local authorities are strongly encouraged by the DfT to prepare LCWIPs in order to take a more strategic approach to planning walking and cycling networks.</p> <p>It is noted in the DfT's LCWIP Technical Guidance that <i>'While the preparation of LCWIPs is non-mandatory, local authorities who have plans will be well placed to make the case for future investment.'</i></p>
<p>Gear Change</p> <p>and</p> <p>Local Transport Note 1/20 (LTN1/20)</p> <p>DfT, 2020</p> <p>Gear Change: One Year On</p> <p>DfT, 2021</p>	<p>Gear Change is a bold vision for cycling and walking, which sets out the government's ambition to see a step-change in active travel in the coming years.</p> <p>Along with technical guidance Local Transport Note 1/20 (LTN1/20), Gear Change is bold in its vision for improving infrastructure for cycling in order to encourage many more journeys by active modes. The document represents a step-change in the national approach to encouraging and supporting cycling via provision of high quality, fit for purpose routes.</p> <p>Gear Change's themes are:</p> <ul style="list-style-type: none"> • Better streets for cycling and people • Putting cycling and walking at the heart of transport, place-making, and health policy • Empowering and encouraging local authorities to make improvements for active travel • Enabling people to cycle and protect them when they cycle <p>The vision also announces the creation of a new national body, Active Travel England, to oversee scheme implementation and funding, inspect scheme delivery, as well as review planning applications.</p> <p>In 2021 the government published <i>Gear Change: One Year On</i>, which highlights some of the achievements since its original publication, as well as new and continuing commitments for supporting cycling amid the ever-present need for keeping towns and cities moving.</p> <p>These new commitments include:</p> <ul style="list-style-type: none"> • changes to statutory network management guidance for local authorities • further funding and opportunities for walking and cycling projects • changes to the Highway Code to support pedestrians and cyclists; and • further powers of traffic enforcement for local authorities.
<p>Decarbonising Transport</p> <p>DfT, 2021</p>	<p>This new strategy sets out how government will address the decarbonisation of transport across all modes. A key element of this is increasing levels of walking and cycling, with the delivery of a world-class cycling and walking network in England by 2040.</p>
<p>Future of Mobility: Urban Strategy</p> <p>DfT, 2019</p>	<p>The government's Future of Mobility programme starts with this urban strategy, setting out the principles which will guide our approach to emerging mobility technologies and services. One of the key principles is that <i>'Walking, cycling and active travel must remain the best options for short urban journeys'</i></p>
<p>Clean Air Strategy</p>	<p>This sets out how government intends to tackle all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy by creating</p>

DfT, 2019	better places. It notes that air quality is the largest environmental health risk in the UK, shortening lives and contributing to chronic illness.
Inclusive Transport Strategy DfT, 2018	This strategy will help deliver the government's manifesto commitment of creating a transport system offering equal access for disabled people by 2030, as well as getting a million more disabled people into work by 2027. This strategy is very relevant for the LCWIP development as walking and cycling are key modes not only in themselves but for multi-modal journeys; as well as needing to ensure the accessibility and inclusivity of schemes

Table 3: Key regional policy linkages for LCWIP

Policy background – regional

Transport Strategy Transport for the South East, 2020	<p>Transport for the South East (TfSE) is an emerging Sub-national Transport Body (STB), a partnership of 16 local authorities (including Brighton & Hove City Council), five Local Enterprise Partnerships (LEPs) plus representatives of district and borough authorities, protected landscapes and national delivery agencies.</p> <p>TfSE's Transport Strategy (2020) aims to grow the economy of the South East by delivering a safe, sustainable, and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors. The strategy is moving from a traditional 'predict and provide' approach, to one of actively choosing a preferred future and setting out a plan of how we can get there together.</p> <p>The key principles of the strategy are:</p> <ol style="list-style-type: none"> 1. Supporting sustainable economic growth, but not at any cost 2. Protecting the environment 3. Creating great places to live 4. Putting people first 5. Planning regionally for the short, medium and long term 6. Planning for successful places 7. Putting the user at the heart of the transport system 8. Planning regionally for the short, medium and long-term <p>These principles are then applied to six journey types: radial, orbital & coastal, inter-urban, local, journeys to international gateways and freight and journeys in the future. Active travel improvements will assist in delivering this strategy and will be identified through TfSE schemes or funding streams such as the area studies programme.</p>
Strategic Economic Plan (SEP) – Gatwick 360° Coast to Capital LEP, 2018	<p>This plan sets out eight economic priorities:</p> <ul style="list-style-type: none"> ○ Deliver prosperous urban centres ○ Develop business infrastructure and support ○ Invest in sustainable growth ○ Create skills for the future ○ Pioneer innovation in core strengths ○ Promote better transport and mobility ○ Improve digital network capability ○ Build a strong national and international profile <p>Based on the LEP's priorities, a number of projects in the city have secured significant funding from the LEP such as Valley Gardens and BTN BikeShare.</p>

Table 4: Key regional policy linkages for LCWIP

Policy background - local

The Local Cycling and Walking Infrastructure Plan (LCWIP) is one of a number of plans which will assist in delivering the initial vision, key outcomes and principles of the emerging fifth **Local Transport Plan (LTP5)**, which were approved by the council's Environment, Transport and Sustainability committee in June 2021. A consultation document was produced showing the initial direction of travel for the LTP5, this was consulted on in autumn 2021 alongside the draft LCWIP.

LTP5 will cover all forms of transport, and ways to deliver it will include infrastructure as well as other measures eg behaviour change and enforcement.

The 2030 transport vision for the city is for ***'Better connected residents, businesses and visitors, for an improved quality of life in a healthy, inclusive and carbon neutral city.'***

The LCWIP aligns with the six initial LTP5 outcomes:

Initial key outcomes of the LTP5:
A sustainable, strong and fair economy
Safe, healthy and welcoming streets and neighbourhoods
An accessible city with a transport network that everyone can use
Improved air quality to safeguard the health of our communities
Reduced carbon emissions to protect our global environment
Travel that respects our local environment

Table 5: Local Transport Plan 5 (LTP5) initial outcomes

The following initial key principles will inform the development of the LTP5 priority areas:

Reduce the need to travel – avoiding or reducing the frequency and length of trips we make by vehicles

Shift how people travel – prioritising walking and cycling for shorter journeys, and public transport for longer journeys

Clean vehicle travel – vehicle travel to be low or zero emission, powered by renewable energy sources

Table 6: Local Transport Plan 5 (LTP5) initial key principles

Of these, the LCWIP will assist principally in **shifting how people travel for short journeys** in the city. Delivering an improved network of routes and areas for active travel will support the aims of the proposed LTP5 priority areas for interventions, including to:



Figure 8: Local Transport Plan 5 (LTP5) priority areas which the LCWIP will support

In this LCWIP we set out a number of themes for active travel improvement projects which align with or support a number of LTP5’s key outcomes and proposed priority areas.

Other key strategic documents that the LCWIP will support, and that will support the delivery of the LCWIP, include:

<p>Rights of Way Improvement Plan (ROWIP) BHCC, 2018</p>	<p>The ROWIP identifies changes that will improve rights of way and access provision for walkers, cyclists, horse riders and those with mobility issues.</p> <p>The ROWIP states the vision for rights of way in Brighton & Hove as:</p> <p><i>‘A city where people with diverse access needs have the opportunity to use a well maintained and joined up public Rights of Way network, connected to the varied green and blue spaces around the city: the seafront, city parks and gardens, open spaces on the urban fringe and the South Downs National Park.’</i></p> <p>The LCWIP and the ROWIP complement each other by ensuring provision for not only everyday journeys, but also journeys to open spaces in and around the city.</p>
<p>Bus Service Improvement Plan (BSIP) BHCC, 2021</p>	<p>The BSIP was produced in response to the government’s National Bus Strategy and will be reviewed annually. It sets out the council’s aspirations for how bus services can be improved working in partnership with the city’s bus operators. The BSIP and LCWIP are complementary plans which will enable more active travel and bus use.</p>
<p>Economic Strategy and Visitor Economy Strategy BHCC, 2018</p>	<p>Ensuring a liveable, welcoming city streetscape is important in ensuring continued growth of the economy including the visitor economy. One of the five key themes for action in the Economic Strategy is ‘a sustainable city’.</p> <p>The development of a five-year Destination Management Plan will support the visitor strategy, and sustainable travel and movement after arrival in the city will play a key role. Good connections between venues and all the city’s facilities are required and will be delivered through good transport and public realm design.</p>

<p>Joint Health & Wellbeing Strategy BHCC, 2018</p>	<p>This sets out the vision that <i>‘Everyone in Brighton & Hove will have the best opportunity to live a healthy, happy and fulfilling life.’</i></p> <p>The principles to guide the delivery of the strategy include partnership and collaboration, reducing health inequalities, engagement and involvement and keeping people safe.</p>
<p>City Plan Part One and City Plan Part Two BHCC, 2016 and 2020</p>	<p>The City Plan sets out the Development Plan framework for the city. It will help shape the future of the city and plays an important role in ensuring that other citywide plans and strategies achieve their objectives.</p> <p>Strategic Objective 11 (SO11) is to <i>‘Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel.’</i></p>
<p>Safer Roads Strategy BHCC, 2014</p>	<p>The strategy sets out the vision to create a safe road traffic system, in which no-one will suffer death or serious injury whilst using it. The council will work with stakeholders including Sussex Safer Roads Partnership to deliver the strategy, which sets out the four principles of education, engineering, enforcement and encouragement.</p>
<p>Public Space, Public Life study BHCC, 2007</p>	<p>This work for the council was led by Gehl Architects and its principles and toolkit were endorsed in 2007. The study aimed to enhance the public realm and make the city become more legible for everyone, and included an audit of the quality of the public realm and recommendations for future improvements. This resulted in recommendations including the creation of links with special identity and character, improvements to conditions for walking and cycling in the city, designing a high-quality city for people and improving safety.</p>
<p>2030 Carbon Neutral Programme (CNP) BHCC, 2021</p>	<p>The council declared a climate and biodiversity emergency in December 2018 and has committed to becoming carbon neutral by 2030. This was a demonstration of the city’s commitment to tackling climate change. The 2030 CNP will oversee the development and then delivery of a co-ordinated programme of projects which aim to tackle climate change and transition the city to become carbon neutral. Planning for future growth of walking and cycling, including by developing the LCWIP, is a key focus of actions from the CNP.</p>
<p>The city’s Air Quality Action Plan and an assessment framework for Low Traffic Neighbourhoods are also in development, which the LCWIP will have close links with and will assist in delivering objectives from these documents.</p>	

Table 7: Key local policy linkages for LCWIP

LCWIP themes

These themes for active travel improvement projects will steer the direction of how we carry out projects in the city and ensure active travel will be at the heart of project development and delivery, in line with our city-wide principles, objectives and outcomes through the emerging Local Transport Plan 5.

Local Transport Plan 5 – key outcome or priority area	LCWIP themes
<p>Key outcome: <i>An accessible city with a transport network that everyone can use</i></p> <p>Priority area: <i>Creating an inclusive and integrated transport system</i></p>	<p>Access for all:</p> <ul style="list-style-type: none"> • We will consider accessibility for everyone at the start of all schemes and seek to prioritise improvements • Meeting the needs of different users eg disabled people, visitors to the city, families, will be at the forefront of schemes in order to integrate provision for active travel as part of journeys • We will ensure active travel infrastructure enables safe and unobstructed travel along routes <p>Integration of projects and different means of travel:</p> <ul style="list-style-type: none"> • Active travel will be reviewed and improved as part of all transport projects • As well as considering active travel users in schemes, we will consider other road users, particularly disabled drivers, public transport and delivery vehicles, when developing schemes • We will take a holistic approach to scheme design, from major projects to everyday improvements and highway maintenance • We will provide more secure on-street cycle parking in residential areas and at destinations • We will consider future highway maintenance arrangements in the design of schemes

<p>Key outcomes:</p> <p><i>Safe, healthy and welcoming streets and neighbourhoods</i></p> <p><i>Travel that respects our local environment</i></p> <p>Priority area:</p> <p><i>Developing streets and places that encourage and enable active</i></p>	<p>A clear, coherent network that is promoted widely:</p> <ul style="list-style-type: none"> • We will promote the network as it develops and involve people in its design and delivery • Where coloured surfacing is necessary, we will adopt a clear and consistent approach by using green surfacing • We will adopt a clear approach to wayfinding for active travel, including online maps and information for journey planning • We will promote the benefits of active travel and support, encourage and incentivise sustainable travel use in the city <p>Greening:</p> <ul style="list-style-type: none"> • We will consider improved planting for all schemes, particularly provision of trees to increase shade and cover • We will consider parklets where appropriate in scheme designs, particularly in dense urban areas • We will consider Sustainable Urban Drainage Systems in scheme design
<p>Priority area:</p> <p><i>Promoting and using technology to reduce and manage travel</i></p>	<p>Innovation:</p> <ul style="list-style-type: none"> • We will trial new ways of doing things, including linking with other projects such as the development of the 5G network in the city • We will continue to be innovators in new designs, building on project successes such as Valley Gardens, New Road and Lewes Road

Table 8: LCWIP themes and integration with LTP5

Existing context and challenges

Existing travel context

Active travel represents about a quarter of journeys to work in the city, as shown by Figure 9. Active travel also forms an important element of journeys by other means of travel, particularly bus and train. The city has higher than average bus use compared to nationally (outside London) due to the comprehensive network of high-quality services in place in the city. Travel to work data shows the need for increasing active travel for short journeys or as part of longer journeys, and the importance of reducing private vehicle use in order to meet both local and national targets.

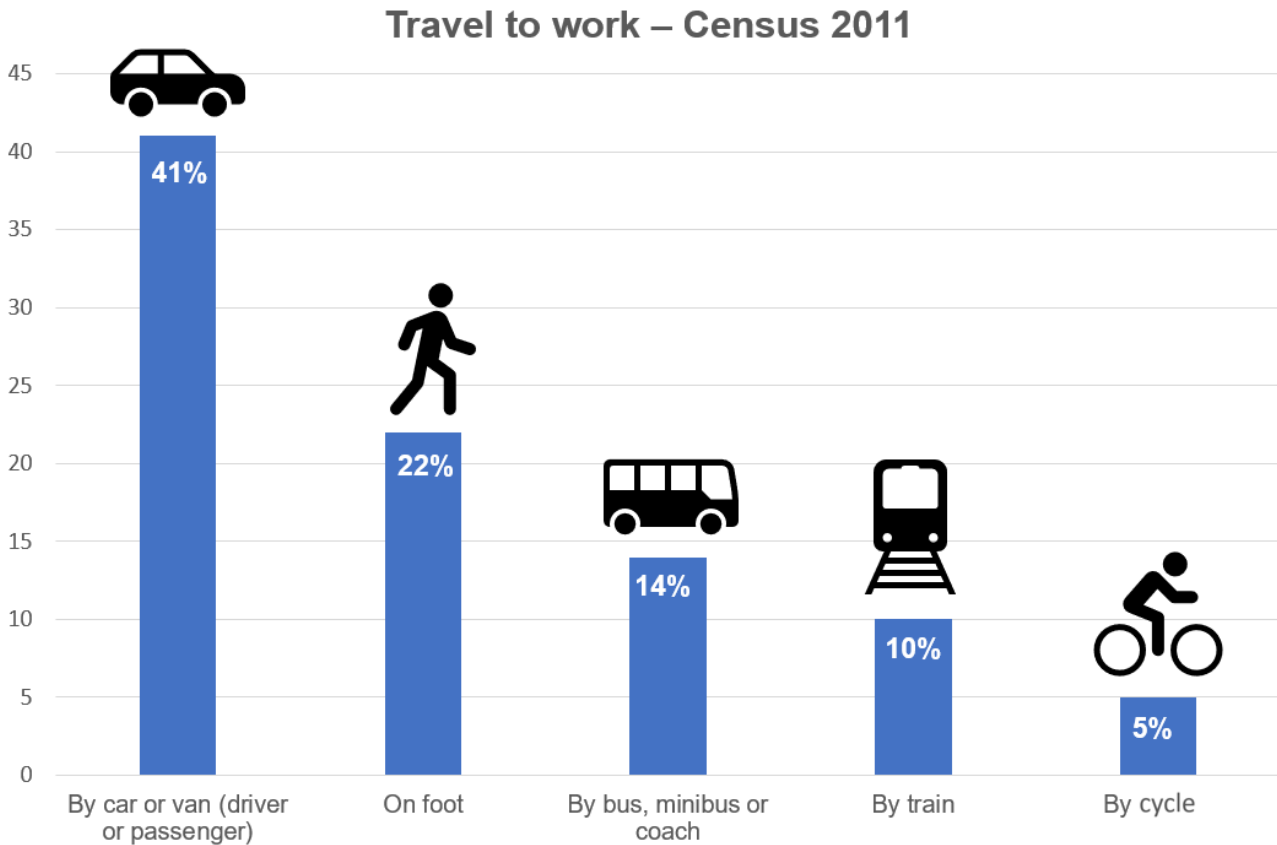


Figure 9: Travel to work in Brighton & Hove¹²

Data from the LCWIP public consultation shows that in autumn 2021:

- Walking is particularly high in local neighbourhood areas at 80% of respondents, and 74% of respondents walk to their local shops.
- The car is used by 12% of respondents to travel around the local neighbourhood
- 65% of respondents are using the car to leave the city into neighbouring areas compared to only 29% by train; 46% of respondents are also using the car to do the weekly food shop

Respondents are mostly using sustainable travel for journeys around the local neighbourhood and into the city centre. Car or van use for journeys in the local neighbourhood is low, rising to nearly 20% for journeys into the city centre so there is potential to encourage more sustainable modes for local trips.

¹² Census 2011

Car ownership in the city is low compared to national figures. **Over a third of households don't own a car** or have access to one.

In terms of travel for all purposes, data collected by the DfT shows that around a quarter of adults in Brighton & Hove cycle at least once a month; and 84% of adults in Brighton & Hove walk at least once a week. While this is encouraging, in order to meet our local and national targets and commitments, we need to increase these levels by providing high-quality facilities in the city where people want to walk and cycle, and crucially where they feel safe in doing so.

Data from the National Travel Attitudes Survey shows the **increased importance of active travel since the pandemic**. When interviewed between May and September 2020, 34% of cyclists reported to cycle more and 38% of those who walk as a means of transport reported to walk more than before the outbreak of the coronavirus.

In terms of traffic levels in the city, annual average daily traffic counts on key inner routes into the city show a reduction in traffic of 23% between 2019 and 2020¹³, this is consistent with recent, national traffic flow trends which show a sharp decline in traffic levels across 2020.

Data from the National Highways and Transport Public Satisfaction Survey (NHT Survey) shows **falling satisfaction levels for traffic levels and congestion**.¹⁴

It is therefore critical that we continue to **invest in and plan for a comprehensive network to make active travel safe, accessible and the first choice, especially for short journeys in the city in order to free up roadspace and ease congestion**. It is important that the national rise in active travel for local journeys seen since the Covid-19 pandemic is adequately catered for in terms of infrastructure to support these journeys longer term.

¹³ Brighton & Hove City Council, Key Performance Indicators for traffic on key inner routes into the city, 2019-2020

¹⁴ National highways and Transport Public Satisfaction Survey (NHT Survey) 2020



Over a third of households in the city **don't own a car** (or have one available)

46 million

bus journeys a year in the city



More than half of residents **commute to work** by foot, cycle or public transport

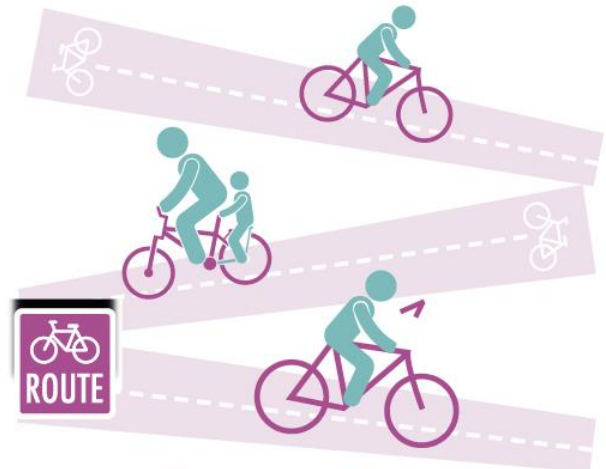


13,500

blue badge holders in the city



More than half of **children** walk, scoot or cycle to primary and secondary schools



40km

of designated (permanent) **cycle routes**

including the National Cycle Network

Figure 10: Existing context¹⁵

¹⁵ All data are pre Covid 19

The city's current active travel network is illustrated on the council's cycling map, www.brightonandhovecyclingmap.com which includes bridleways. This network will be further developed through the LCWIP.

Existing challenges

Extensive mapping and auditing have taken place and been combined with stakeholder engagement feedback to help identify current issues and challenges for infrastructure.

Brighton & Hove is a compact city and while this offers opportunities for active journeys, it also brings challenges such as limited space and challenging geography, such as narrow streets and hills.

55% of respondents expressed levels of dissatisfaction with the walking environment in the local area. This shows that we need to make improvements. The top 3 comments relating to this refer to the condition of pavements, obstructions and clutter on pavements, and pavement parking.

54% of respondents show levels of dissatisfaction with the cycling environment in the city. This shows that we need to make improvements. The top 3 comments are: a lack of safe cycle routes, cycle lanes end abruptly, and there are gaps in the current cycle network / routes.

- LCWIP consultation survey data



Figure 11: Barriers to active travel – feedback from autumn 2021 consultation

Evidence base for LCWIP network

Developing an active travel network

The LCWIP aims to connect people to places by active travel, making it easy and safe to do so. It plans strategically for whole routes and areas in order to overcome problems that can arise where infrastructure is incomplete. The network has been developed both strategically and locally, as Figure 12 explains.

Strategic network:

- Planned using strategic destinations
- An origin – destination approach planned around longer journeys (cycling-focused)
- A linear approach, taking direct routes and creating a complete network across the city
- Main focus of the network planning has been on cycling journeys but there will be many benefits for walking by improving these routes

Local network:

- Planned using local destinations and barriers
- An area-based approach as well as identifying some linear routes to connect with the strategic network
- Main focus of the network planning has been on walking journeys but there will be many benefits for cycling by improving these routes and areas

Figure 12: Definitions of strategic and local network within the LCWIP

Figures 13 and 14 illustrate the approach to linking up origins and destinations, and Figure 15 shows examples of types of origins and destinations (existing and planned) being linked by the LCWIP, both strategically and locally.



Figure 13: Clustering of origin and destination points corridors¹⁶

¹⁶ From DfT [Local Cycling and Walking Plans Technical Guidance](#) (2017) p17

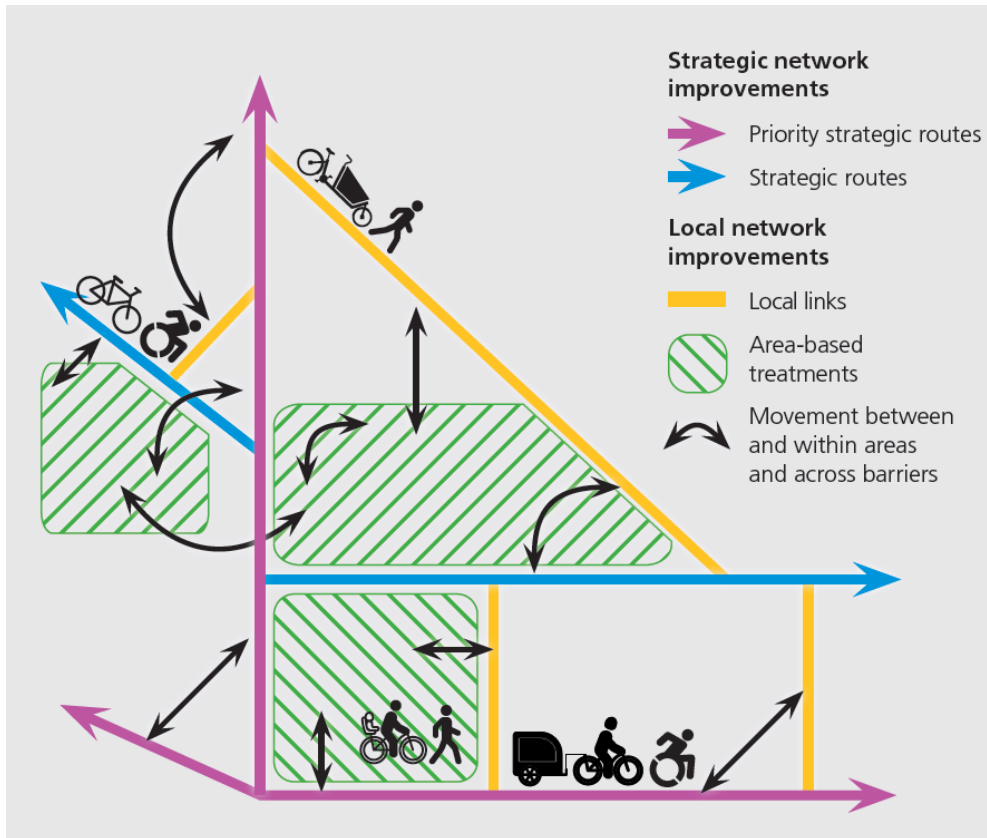


Figure 14: Linkages between strategic and local networks for active travel

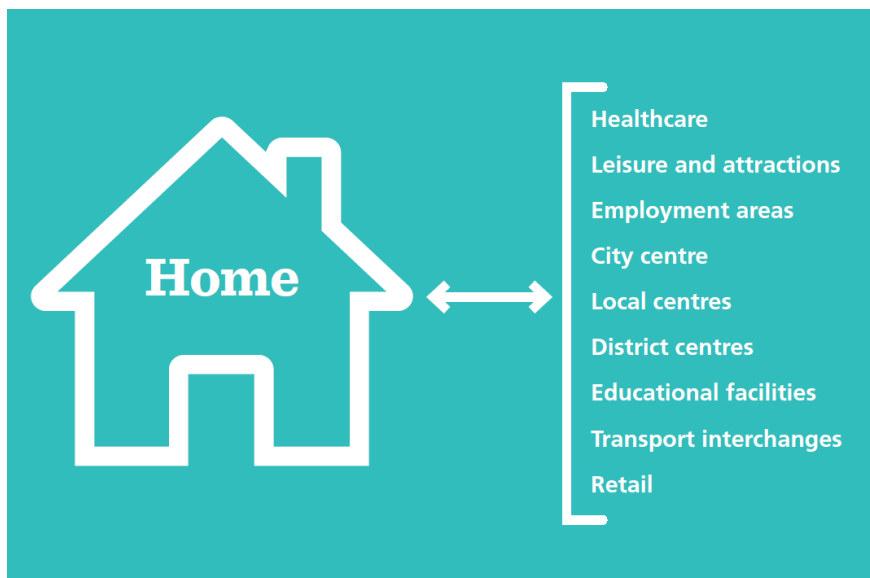


Figure 15: Origins and destinations (existing and planned) to be connected by the LCWIP

The LCWIP needs to support journeys to and from where people want to travel. It also needs to prioritise routes and areas for improvement based on where investment will be best placed and where the most uptake and benefit can be realised in future, therefore assisting in meeting the various national and local targets and commitments.

Gathering information to develop the network

Various data and information have been gathered and mapped as part of the LCWIP process, to identify and understand the current network, its issues and potential for change. This helps understand the need for supporting active travel in the city through a network of infrastructure. Further details are available in the **Technical Report**¹⁷.

Data reviewed and analysed in developing the LCWIP network included:

- 2011 Census data (such as travel to work)
- Local and national traffic counts
- Road Traffic Collision data
- Previous consultations where improvements were proposed
- Previous area studies where issues were reviewed, and potential solutions proposed
- Locations of trip generators (origins and destinations)
- Perceptions of existing facilities.

Initial mapping work showed origin – destination analysis for cycling, which helped form the strategic network. The local network was informed by analysis around movement within areas and by considering barriers to movement. Both networks will be for improvements for active travel as a whole.

Stakeholder engagement was undertaken to gather information from local users of the active travel network and to both supplement and challenge the data gathered.

The first set of stakeholder engagement (May – June 2020) involved workshops, supported by a survey asking stakeholders to identify on maps where there were issues / suggestions for active travel in the city. This, in conjunction with the data, helped inform the development of the emerging networks.

The draft emerging networks were then presented to stakeholders in autumn 2020 where comments were invited (via workshops and a survey) to feedback on the network and whether it met the needs of stakeholders and addressed issues / suggestions raised previously. Feedback received at this stage was very valuable in determining how to take the networks forward in the LCWIP development. The draft networks were then presented in the LCWIP public consultation.

¹⁷ Available on request from transport.projects@brighton-hove.gov.uk

Stages 3 & 4 – Network planning for active travel

Mapping trip origin and destination points and trip generators



Identifying barriers to movement



Identifying desire lines for cycling journeys



Auditing of strategic routes to understand existing provision and potential for future improvement



Identifying local areas and routes for improvement



Developing the LCWIP network

The analysis to develop the strategic and local network has been split by walking and cycling in order to plan for the different types of journey. For example cycling journeys are generally longer in distance than walking and need more of a route-based focus; and walking journeys generally being shorter (on their own or part of a longer journey including other forms of transport), needing more of an area-based focus. However, the networks and areas for improvement have been developed in conjunction with each other to form a combined network (see Figures 16-23). This is so that when improvements are taken forward for delivery, detailed consideration of all forms of transport, including interaction with public transport and other motor vehicles, will take place. This means that improvements will not necessarily be limited to just active travel.

Strategic network

What is required?

To plan the strategic network, consideration has been given to cycling journeys as these are likely to be longer, however there are considerations within the process for walking journeys as well. The following tasks have been undertaken:

- Identifying and clustering **trip origin and destination points**
- Establishing **desire lines** for cycle movement
- **Planning the network** and identifying improvements

Why is it needed?

In order to enable strategic planning for routes, it is necessary to establish desire lines for where people want and need to travel to and from – both now and in the future. These desire lines are then compared with the road network and routes can be planned from this by considering in more detail at what exactly needs improving on these routes. By providing high quality infrastructure on these key routes, it is more likely to increase the levels of active travel in the city. We know that a key reason some people don't cycle or walk is because they're concerned about safety. Benefits of increased levels of active travel include better physical and mental health for residents, better air quality and reduced congestion. Consideration needs to be given not only to current movements but future journeys and mobility options as well, which would benefit from a joined up, high-quality network.

What does this mean for the city's strategic network?

The process of developing the strategic network for the city started with an origin and destination analysis, including existing and planned locations where people are currently travelling to and from and will need to in future. Origins and destinations across the city were mapped and connected in a straight-line analysis. Routes were then mapped to the road network and were reviewed to ensure the most appropriate routes were taken to cater for the desire lines for journeys where people want to go. This initial map set out the strategic network, which then needed prioritisation in order to determine the routes where investment will bring the greatest benefits and therefore need developing earlier than others.

An early prioritisation exercise was therefore undertaken, with the following criteria used to determine which routes were highest priority:

- **High deprivation levels** (Indices of Multiple Deprivation data)
- **Improving active travel and accessibility to schools and workplaces** (using Propensity to Cycle Tool (PCT) data)
- **Poor Air Quality** (using Air Quality Management Area (AQMA) locations)
- **Economic factors** (key employment, town and local centres)
- **Areas of development** (development allocations)

These datasets were mapped and routes across the city were scored based on the above criteria. Links to neighbouring area networks and the Rights of Way Improvement Plan (ROWIP) were also considered as part of this process. The outputs from this exercise are detailed in the **Technical Report** and the summary of this analysis is the prioritised network as shown in Figures 16-23. Within the strategic network map, the top 17 priority strategic routes are shown in pink, with the remaining strategic routes in blue and key existing recreational routes in orange. The routes are also shown in Tables 9 and 10, where some routes have been split into sections for logical delivery. Names of strategic routes shown in Figures 16-23 are referenced in **Appendix 1**.

This first LCWIP document represents key routes for improvement at this point in time but there will be further routes that will need investigation and development as the LCWIP evolves.

Local network

What is required?

With stakeholders we created an approach to developing the local network to meet the requirements of the city. This involved looking not just at linear routes to connect with the strategic network but also determining potential for area-based approaches across the city. For the local network a walking-based approach has been taken, however the improvements and benefits will be for active travel as a whole, including linking multi-modal journeys.

Why is it needed?

When planning strategically for local improvements, it is important to understand that there are many factors influencing and affecting the use of active travel in these areas. During the network development process it was determined that area-based approaches to walking were most appropriate rather than simply looking at linear routes to and from local centres. It is also important to recognise that while every street is part of the overall active travel network, the approach for the LCWIP is to identify routes and areas **most in need of improvement** over the next ten years. Taking an area-based approach ensures that broader benefits can be obtained for measures put in place.

What does this mean for the city's local network?

A methodology has been developed to identify locations for local improvements, based on both area-based treatments and linear routes. These will complement any improvements as part of interventions proposed for the strategic network, and can be seen in Figures 16-23 which show the combined network.

The purpose of an area-based treatment is to improve the environment for active travel through a reduction of through-traffic. This discourages rat-running by reducing through-traffic, as it is re-routed to more appropriate roads. This results in a safer and more pleasant area for local residents. Although these areas have been identified through a process looking at walking, they will also provide an opportunity to enable cyclists to start or continue their journeys to and from the strategic network, as detailed in Figure 14.

Area-based treatments have been identified in areas within the city which surround, and provide access to, an education facility and/or a train station. The areas themselves have been determined by considering the following:

- **Key barriers / severance**, such as railway lines and main roads
- **Key trip attractors**, such as train stations and education facilities
- **Access to the strategic network**

To complement the area-based treatments and the strategic network, additional linear routes have been identified which focus on key walking routes, including:

- **Funnel routes** - high footfall areas where people are funnelled into limited space on a route eg over a bridge or across a railway line
- **Key corridors** - likely to have significant footfall, or the potential for significant footfall, such as routes to key destinations including an education facility or a train station, or along a key street to a shopping area or local centre

The local areas and routes for improvement, shown in Figures 16-23 alongside the strategic network, highlight the areas and routes that can assist in creating liveable, healthy communities where active travel can become the first choice for all or part of a journey for a significant number of people. Areas and routes, as well as neighbourhood priorities, are described in further detail in **Appendix 2**. The local areas and routes are named on the maps in Figures 18-23, these denote names only and not priority order.

Figures 24 and 25 show the prioritisation for neighbourhoods to be taken forward for local improvements, subject to funding and further design and consultation.

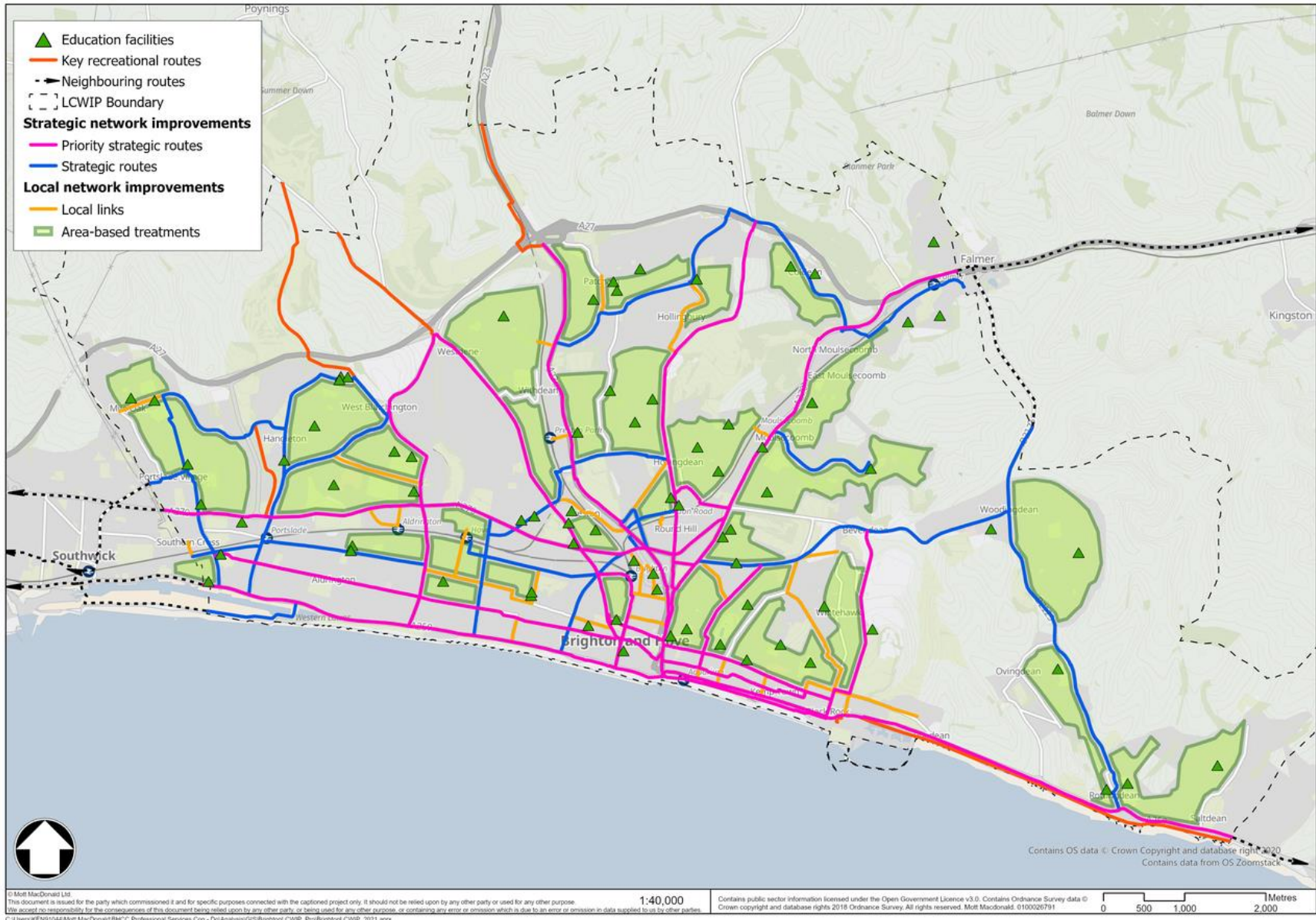


Figure 16: LCWIP network

353

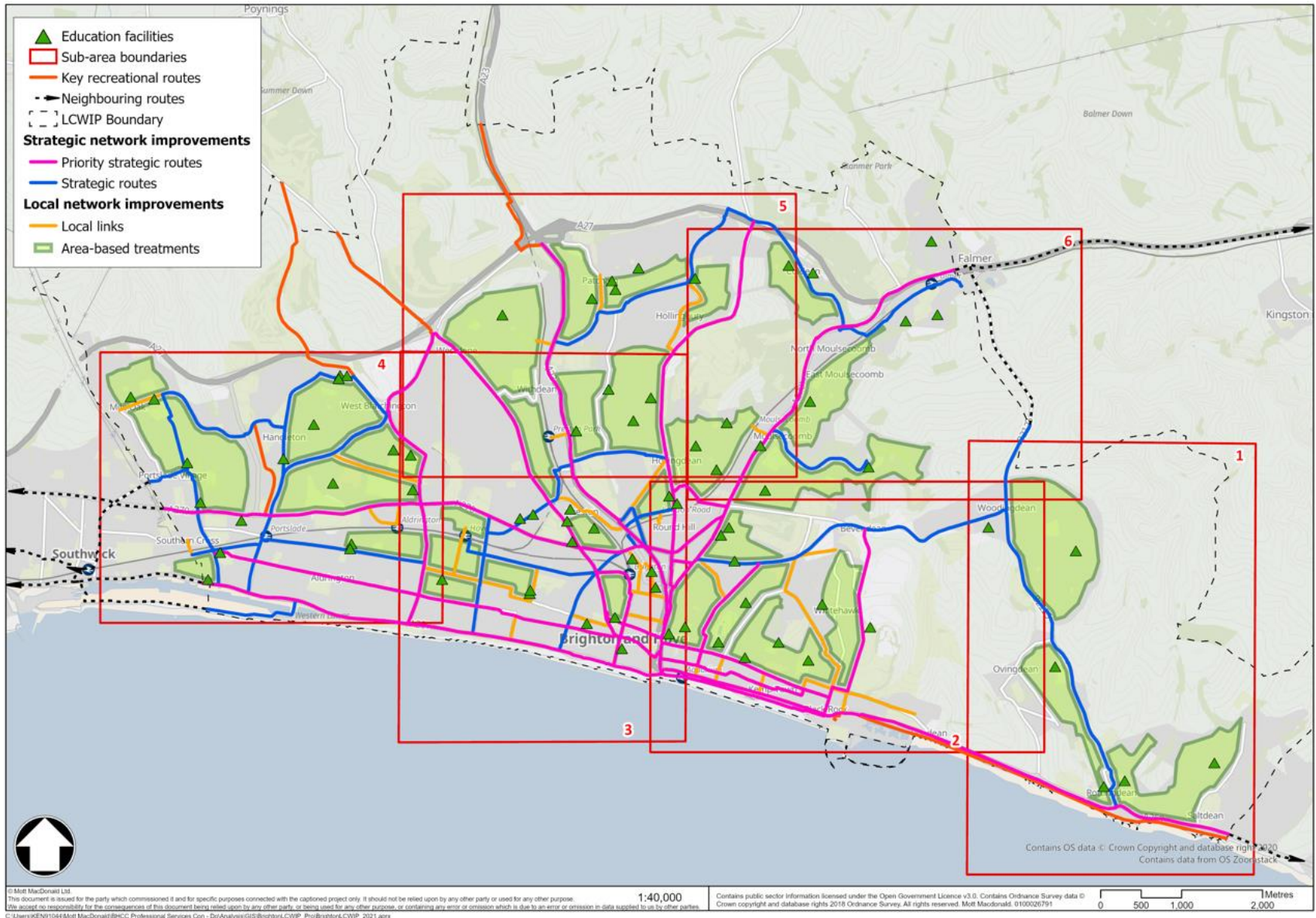


Figure 17: LCWIP network sub-area key



Figure 18: LCWIP network: Sub-area 1 map

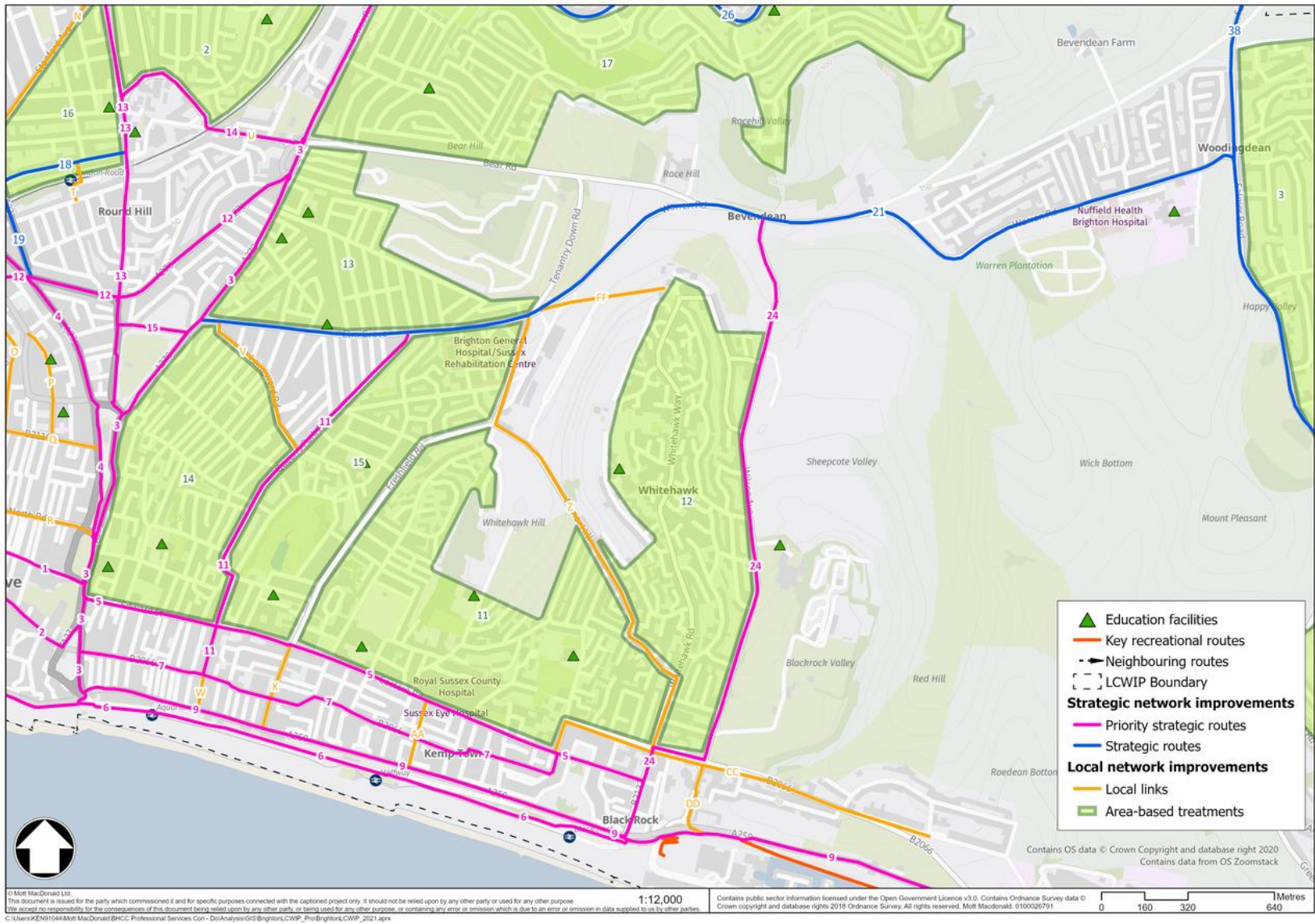


Figure 19: LCWIP network: Sub-area 2 map

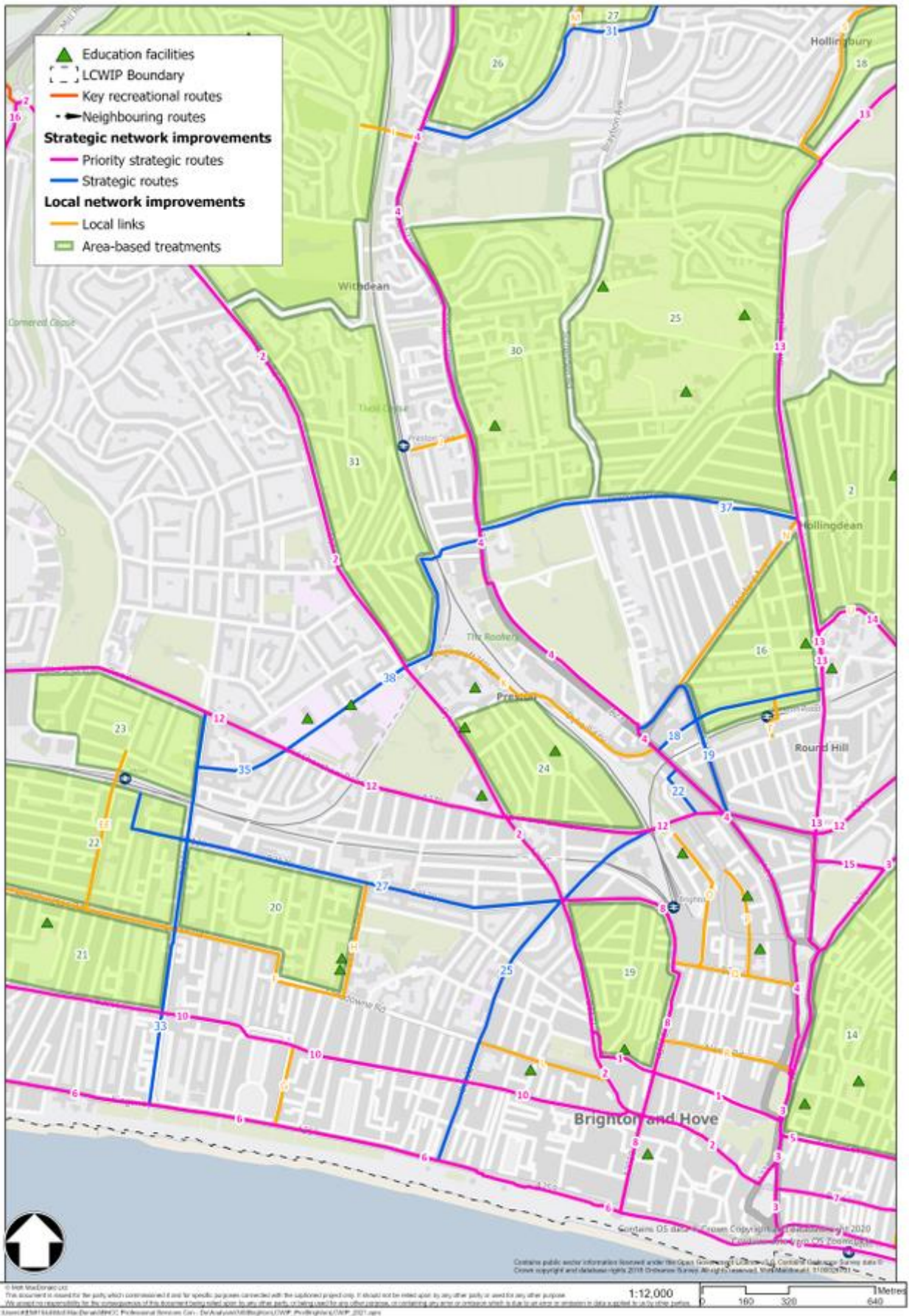


Figure 20: LCWIP network: Sub-area 3 map

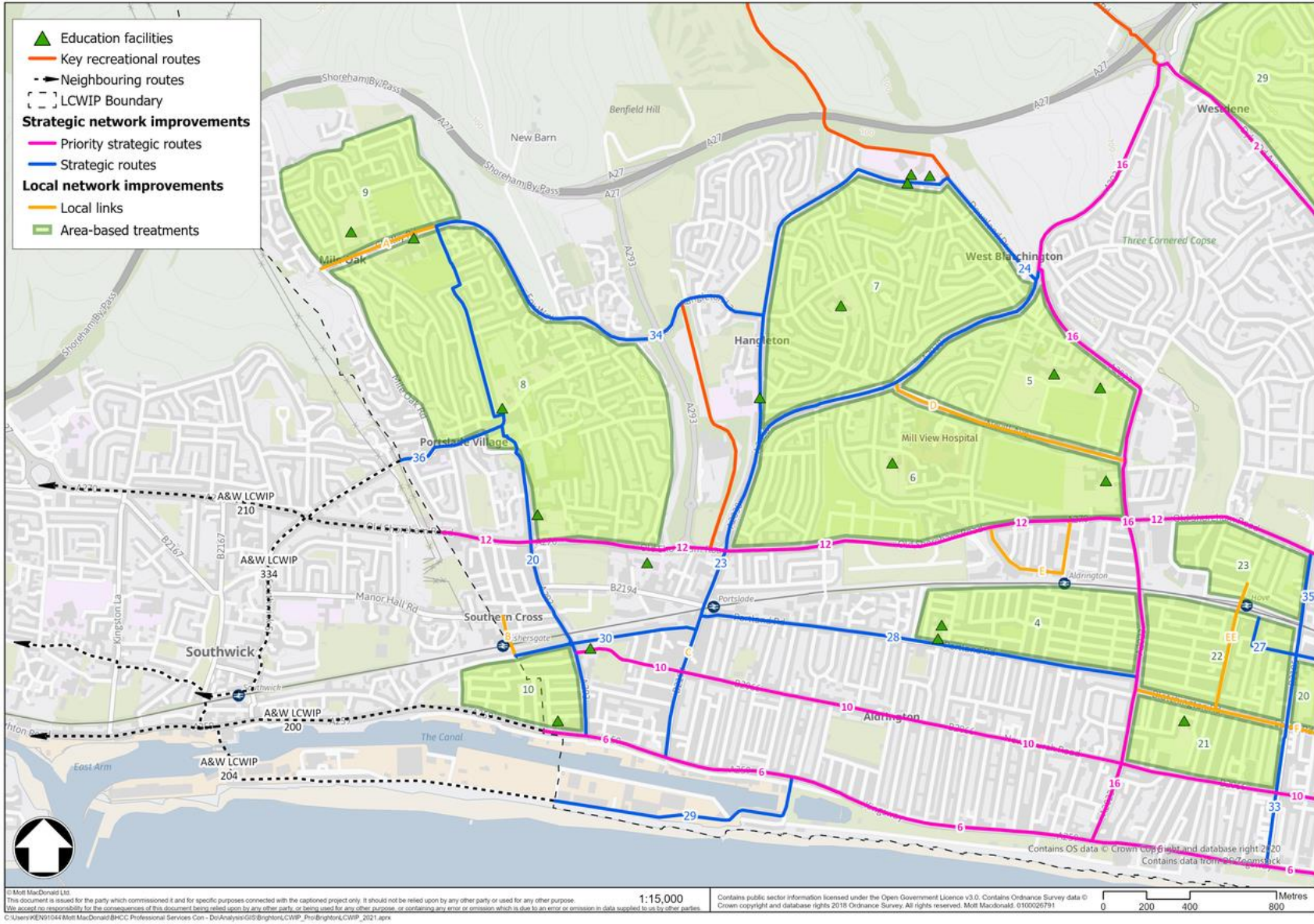


Figure 21: LCWIP network: Sub-area 4 map

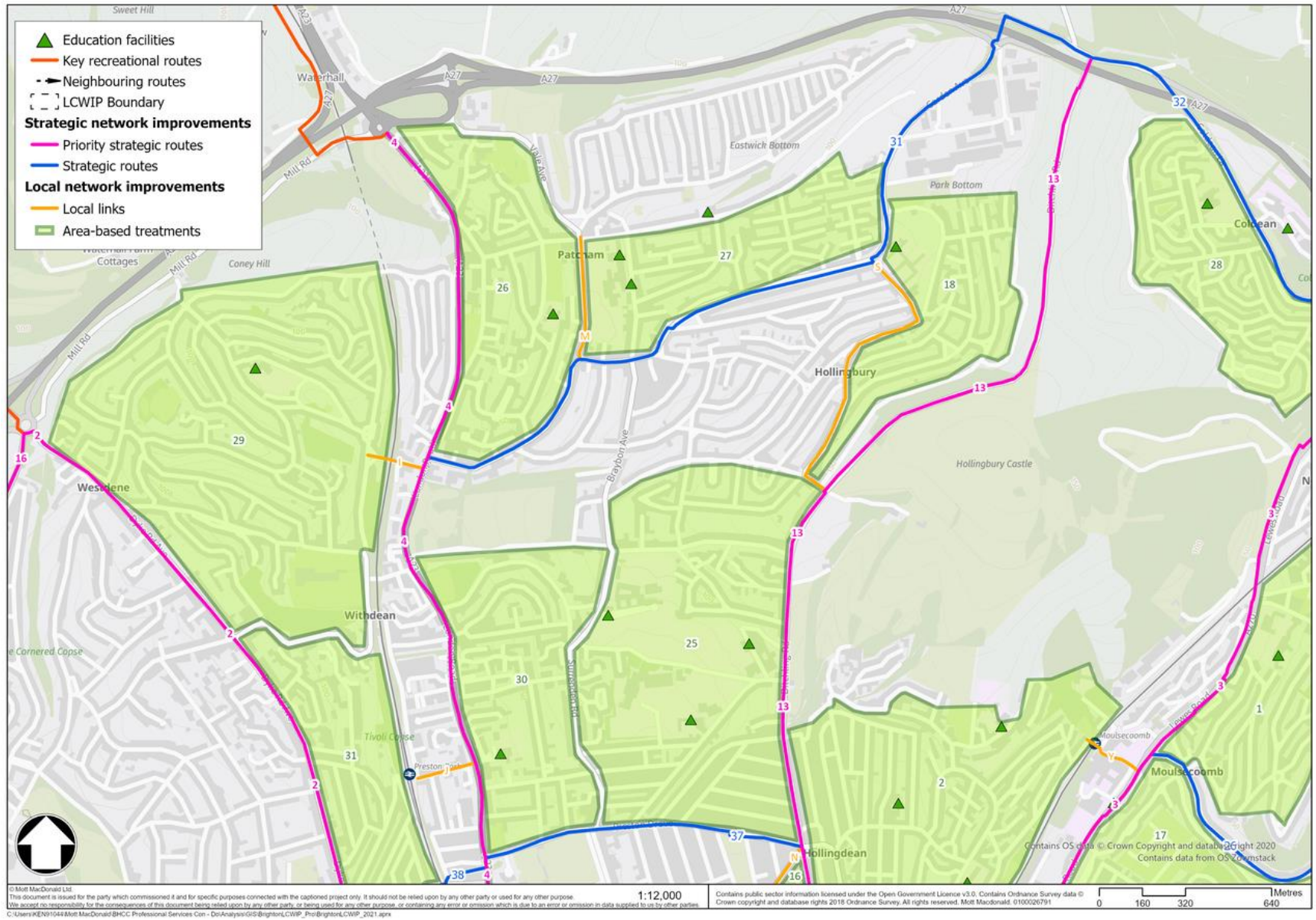


Figure 22: LCWIP network: Sub-area 5 map

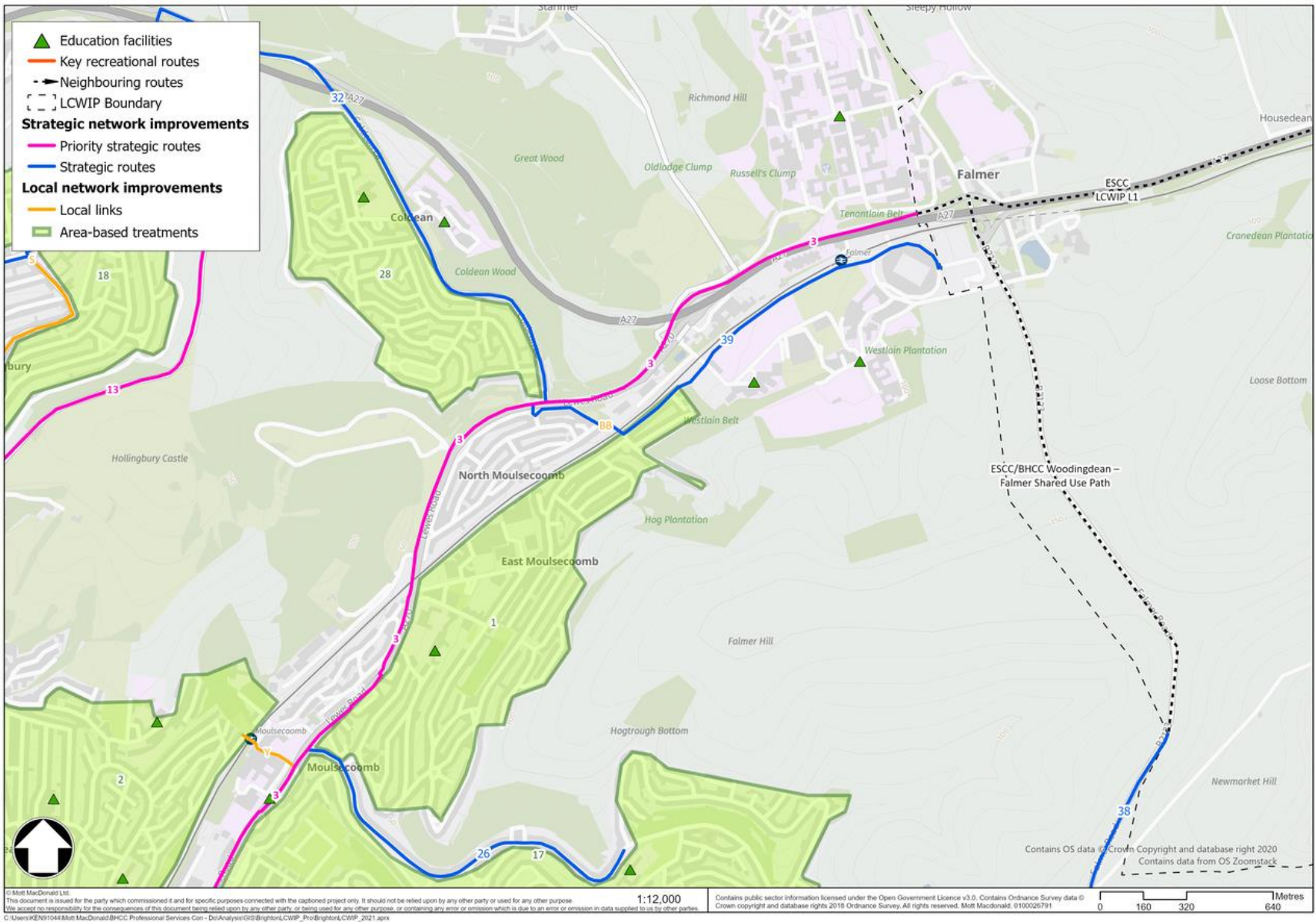


Figure 23: LCWIP network: Sub-area 6 map

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Stage 5 – Prioritising improvements

Developing timescales for delivery over short, medium and long-term



High-level prioritisation: prioritising improvements considering effectiveness, cost and deliverability



Strategic network prioritisation

The pre-prioritisation criteria for strategic routes, noted in the previous section, formed the basis for identifying the strategic network including the top 17 priority routes. From this, the draft network was then discussed with stakeholders and refined further to form the final network shown in Figures 16-23. Further information on this process can be found in the **Technical Report**.

Table 9 shows the prioritisation for improvements needed for the top 17 priority strategic routes. These schemes are all high priority for delivery, with different timescales, and some have been split into smaller sections for delivery, with wider route references noted – these can also be seen on the maps in Figures 16-23. The routes are set out by short, medium and long term time periods for delivery (short-term <3 years, medium-term <5 years, long-term >5 years); these have been determined by considering a number of factors including technical feasibility and alignment with funding streams and other workstreams.

Scheme	Strategic route reference and priority order	Delivery timescale (short, medium, long term)¹⁸
Church Street	1	Short
North Street	2a	Medium
Dyke Road - Seven Dials to The Upper Drive	2b	Medium
Dyke Road - The Upper Drive to A27	2c	Medium
Lewes Road (south)	3a	Medium
Lewes Road (north)	3b	Medium
A23 (Argyle Road to Patcham Roundabout)	4a	Short
A23 (A259 to Marlborough Place)	4b	Short
A23 (Valley Gardens to Argyle Road)	4c	Medium
Eastern Road / Edward Street	5	Long
Madeira Drive	6a	Short
A259 (Wharf Road to Palace Pier)	6b	Short
A259 (western border to Wharf Road)	6c	Medium
Chesham Rd, St George's Rd, Bristol Rd and St James's St	7	Long
Buckingham PI / Terminus Rd / Queens Rd / West St	8	Medium
A259 (Marine Parade)	9a	Short
A259 (Marine Drive)	9b	Short
Western Road (Dyke Road to Montpelier Road)	10a	Short
New Church Road / Church Road / Western Road	10b	Medium
Queens Park Road	11	Long

¹⁸ Short-term <3 years, Medium-term <5 years, Long-term >5 years

Old Shoreham Road (Hangleton Road to Dyke Road)	12a	Medium
Old Shoreham Road (east of Dyke Rd) / New England Road / Viaduct Road / Upper Lewes Road	12b	Long
Old Shoreham Road (western border to Hangleton Road)	12c	Long
Ditchling Road (north)	13a	Short
Ditchling Road (south)	13b	Long
Upper Hollingdean Road	14	Long
Union Road	15	Medium
Nevill Road and King George VI Avenue	16a	Medium
Sackville Road	16b	Long
Wilson Avenue	17	Long

Table 9: Top 17 strategic routes and prioritisation status

The remaining strategic routes are shown in Table 10. These have also been split into sections for delivery, with wider route references noted, however, the LCWIP is an evolving document and will be reviewed and updated over time. It will also help to guide investment. Schemes in this list are medium to low priority, and may be brought forward sooner if funding becomes available or there is overlap with other schemes such as road or pavement maintenance or proposals linked to development.

Scheme	Strategic route reference	Scheme	Strategic route reference
Springfield Road (Preston Road to Beaconsfield Road)	18	Portland Road	28
Springfield Road (Beaconsfield Road to Ditchling Road)	18	Basin Road South	29
Stanford Avenue and Beaconsfield Road	19	Gladstone Road	30
Trafalgar Road, Locks Hill, Southdown Road and Croft Drive	20	Carden Avenue	31
Elm Grove and Warren Road	21	Coldean Lane	32
Argyle Road (A23 to Campbell Road)	22	Grand Avenue and The Drive	33
Argyle Road and Campbell Road (rest of area)	22	Fox Way and Hangleton Lane	34
Boundary Road and Hangleton Road	23	The Upper Drive	35
Hangleton Way and Downland Drive	24	Mile Oak Road and High Street	36
Vernon Terrace and Montpelier Road	25	Preston Drove and Millers Road	37
The Avenue	26	Rottingdean High Street and Falmer Road	38
Davigdor Road and Cromwell Road	27	Barcombe Place and Lucraft Road	39

Table 10: Other strategic routes

Prioritisation of local areas and routes

In order to establish where local improvements are most required, it was important to identify neighbourhoods across the city which have the greatest need for improvements, and where the improvements would have the greatest benefit.

To determine areas with the most need for improvements, the following criteria and datasets were used:

Areas with the most need:

- Areas with **higher deprivation levels**¹⁹
- Areas with a larger **elderly population**²⁰
- Areas with a larger **young population**²¹
- Areas with a **higher number of road traffic collisions involving injury to a pedestrian or a cyclist**²²

Areas that would most benefit:

To determine areas that would benefit the most from improvements, the following sources of information were reviewed:

- Location of **education facilities** (including primary, secondary, colleges and universities)
- **Strategic development sites**
- **Local destination** locations, such as local shopping centres
- Location of **leisure facilities** (including leisure walking routes) and green spaces
- **Air Quality Management Areas** (AQMAs)

The overall prioritisation for the local network (for area-based improvements as well as local links), is shown in Figure 24 and Table 11. The top priority areas for local network improvements, and associated area-based treatments and routes, are shown in Figure 25 and Table 12, and form the high priority areas for the local network. This prioritisation was undertaken initially based on the criteria above, which helped inform the areas and routes for improvement within these neighbourhoods. Remaining neighbourhood areas are medium to low priority.

¹⁹ From the Indices of Multiple Deprivation (IMD) (2019)

²⁰ Defined as 75 and over and taken from the 2011 census

²¹ Defined as under 18 and taken from the 2011 census

²² October 2017 – September 2020, Sussex Safer Roads Partnership

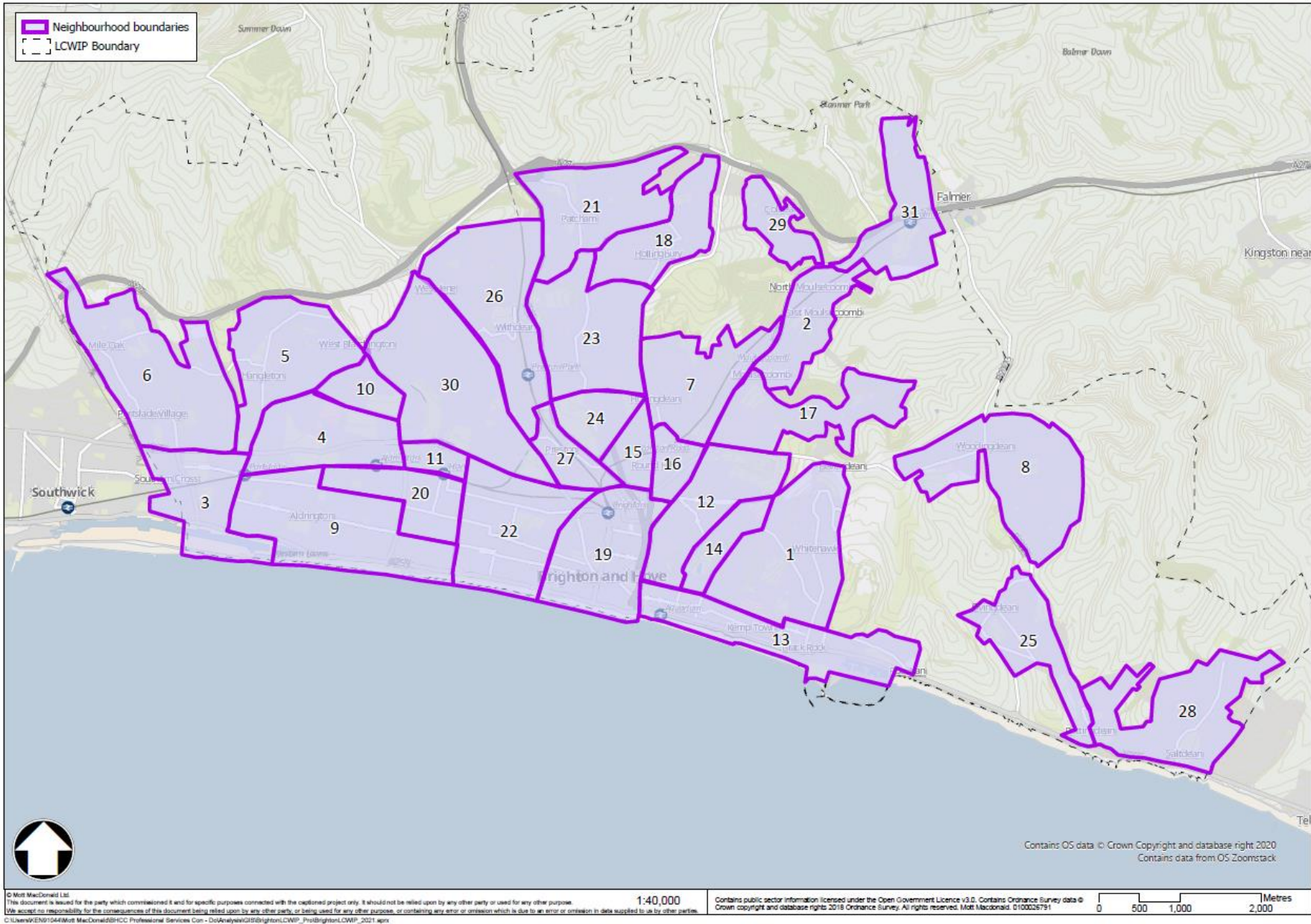


Figure 24: Neighbourhood prioritisation for local network improvements

Neighbourhood area	Priority	Neighbourhood area	Priority
East Brighton / Whitehawk	1	Round Hill	16
Moulsecoomb	2	Bevendean	17
Portslade	3	Hollingbury	18
Knoll / West Blatchington	4	Central Brighton	19
Hangleton	5	Sackville	20
Mile Oak and Portslade Village	6	Patcham	21
Hollingdean	7	Hove & Wilbury	22
Woodingdean	8	Surrenden	23
West Hove	9	Preston	24
West Blatchington - schools	10	Ovingdean	25
Wilbury & West Blatchington	11	Westdene & Withdean	26
Hanover & Elm Grove	12	Tivoli & Prestonville	27
Kemptown & Black Rock	13	Saltdean	28
Queens Park	14	Coldean	29
London Road station	15	Tongdean	30
		University	31

Table 11: Prioritisation of neighbourhoods for local network improvements (1-10 are high priority, 11-31 are medium to low priority)

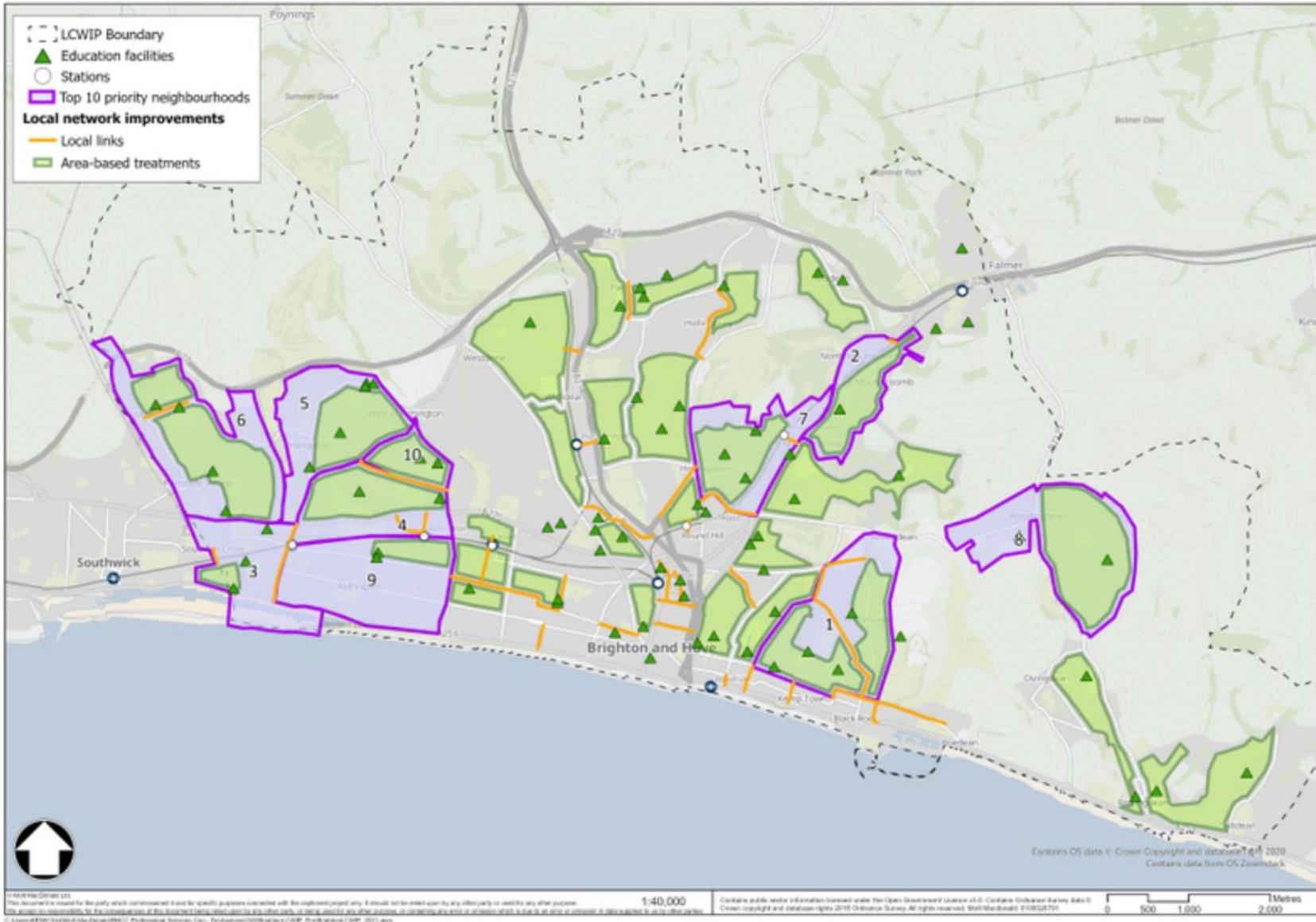


Figure 25: Priority neighbourhoods for local network improvements

Neighbourhood area reference and priority	Neighbourhood (see Figure 25)	Area-based treatments (see Figures 16-23)	Local links (see Figures 16-23)
1	East Brighton / Whitehawk	11 – Kemp house Hospital & Whitehawk Hill 12 - Whitehawk	Z – Manor Hill: north-south connection between Freshfield Road area and Whitehawk FF – racecourse link
2	Moulsecoomb	1 – East Moulsecoomb	BB – Ashurst Road (across railway)
3	Portslade	10 - Fishersgate	B – connection to Fishersgate station
4	Knoll / West Blatchington	6 – Hove Park & Mill View	D – Nevill Avenue E – Link to Aldrington station
5	Hangleton	7 – West Blatchington & Hangleton	
6	Mile Oak & Portslade Village	10 – Portslade 11 – Mile Oak	A – Chalky Road (access to schools)
7	Hollingdean	2 – Hollingdean	U – Hollingdean Road Y – Moulsecoomb (connection across railway)
8	Woodingdean	3 - Woodingdean	
9	West Hove		C – Station Road
10	West Blatchington - schools	5 – West Blatchington - schools	

Table 12: Priority neighbourhoods for local network improvements, and associated areas and links

Types of improvement

The LCWIP does not include detail about the proposed improvements by route / area, but it is important to highlight some example approaches for this and set out the types of improvements that could be carried out.

Table 13 highlights examples of measures which are considered to be best practice, many of which are in place in the city already. Where appropriate, these measures and others will be explored and developed when schemes are taken forward for delivery, which will be subject to further engagement and consultation.

Improvements for each route or area would be considered as part of initial and detailed designs at a later stage, with measures considered as appropriate for the route or area concerned. Scheme plans would be subject to further consultation.

The core design principles from the DfT's LCWIP Technical Guidance are shown in Figure 26. These have been taken into account when developing the LCWIP network and will also be used when developing specific design solutions for routes and areas.

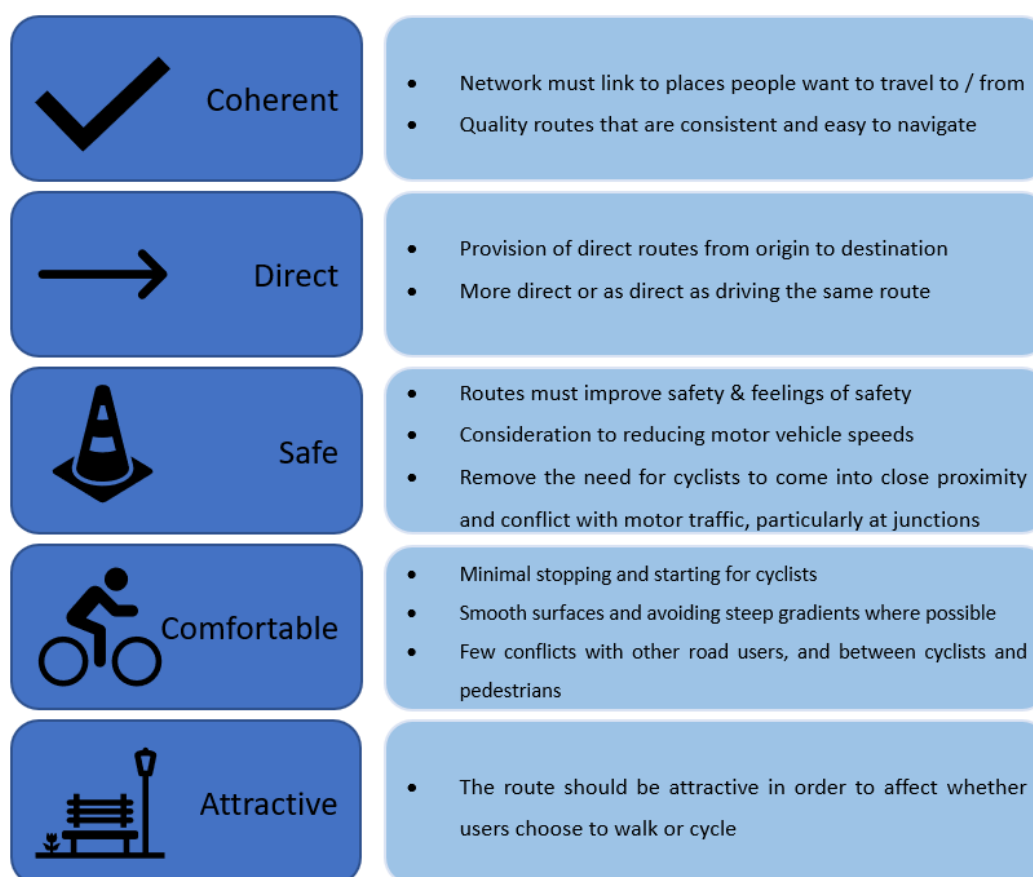


Figure 26: Core design principles²³

²³ Content from DfT Local Cycling and Walking Infrastructure Plans Technical Guidance (2017) p19

Type of improvement	How will this help improve walking and cycling?
Widened pavements	<ul style="list-style-type: none"> • Pavements that cater for the level of demand • People of all abilities can pass unimpeded
Better quality pavements	<ul style="list-style-type: none"> • Better quality surface materials • Level surface • Smooth surface that is well-maintained
Pedestrianisation	<ul style="list-style-type: none"> • Full or part-pedestrianisation of a street with restrictions in place for motor vehicle access – could be only at certain times of day such as George Street, Hove
New pavements	<ul style="list-style-type: none"> • Catering for desire lines – where people want to walk
Continuous pavement at side roads	<ul style="list-style-type: none"> • Continuous pavement across side road • Raised junction to improve access for pedestrians
Wayfinding	<ul style="list-style-type: none"> • Wayfinding maps and information • Signposts to destinations, with walking and cycling times to key destinations



Improved pedestrian environment, planting and public realm (Valley Gardens, Brighton)



Continuous pavement at side road (Waltham Forest, London)

Pedestrian crossings	<ul style="list-style-type: none"> • Improvements to existing crossings – Maximising ‘green man’ time at signalised crossings • Improvements to existing crossings – Changing from two-stage to single-stage pedestrian crossings • New signalised, zebra or informal crossings where people want to cross • Reduction in crossing distances eg through road narrowing at the crossing location • Automatic priority for pedestrians at crossings unless a vehicle arrives – this is being trialled in London but local authorities outside London do not currently have legal powers to do this
Public realm and street furniture	<ul style="list-style-type: none"> • Tree planting and planting of other greenery • Parklets (a small seating area or green space) in verges or parking spaces • Provision of benches and other seating • Improved quality of pavement materials • Improved quality of public space • Example – the Valley Gardens project in central Brighton
Decluttering	<ul style="list-style-type: none"> • Decluttering of streets eg better allocation and positioning of street furniture, bins, signage • High quality maintenance of pavements
Lighting	<ul style="list-style-type: none"> • Improved or upgraded lighting



Wayfinding sign (Seven Dials, Brighton)



Floating bus stop (Lewes Road, Brighton)

Low traffic measures	<ul style="list-style-type: none"> • Modal filters – roads closed (using eg bollards and planters) at key entry points to prevent through-traffic on a number of residential streets – many examples in the city already eg to the south of Old Shoreham Road such as Leighton Road • Low-Traffic Neighbourhood – a neighbourhood approach to improving local streetscape and preventing through-traffic through a number of modal filters
Speed reduction	<ul style="list-style-type: none"> • Speed limit reduction and associated traffic calming measures
School Streets	<ul style="list-style-type: none"> • Measures to close streets to traffic around schools in the morning drop off and afternoon pick up periods • Creation of safe spaces for walking, scooting and cycling for the school journey • Exemptions for residents, deliveries and disabled people
Measures to assist with access to / by other transport	<ul style="list-style-type: none"> • Ensuring walking and cycling improvements bring benefits for the total journey for example linking to bus stops, and train stations
Behaviour change measures	<ul style="list-style-type: none"> • Working with employers, schools, local organisations and developers to encourage and support sustainable travel • Campaigns to encourage and support safe and sustainable travel • Reward schemes to incentivise sustainable travel – eg the city’s Move for Change scheme



Fully separated cycle lanes
(bi-directional), Embankment,
London



Modal filter and planting (Waltham
Forest, London)

Fully separated cycle lanes	<ul style="list-style-type: none"> • Cycle lanes separated from motor traffic by kerbs • Can be bi-directional or one-way • Example – Grand Avenue and The Drive
Stepped track cycle lane	<ul style="list-style-type: none"> • Stepped (slight level difference) between the road, cycle lane and pavement • Example – Old Shoreham Road between Dyke Road and The Drive
Lightly separated cycle lanes	<ul style="list-style-type: none"> • Separation using wands or low-height separation and planting • On-street parking would be adjacent to cycle lane • Example – A259 temporary cycle lane
Junction improvements for cyclists	<ul style="list-style-type: none"> • Advanced green light for cyclists – examples include Old Shoreham Road and in Valley Gardens • Cyclists progress through junction at separate signal stages to traffic to avoid conflicts, such as left-turning vehicles • Advanced Stop Lines (ASLs) to allow cyclists space at the front of queuing traffic at junctions to enable them to get a safer head start
Dutch-style roundabouts	<ul style="list-style-type: none"> • Parallel circular lane for cyclists separate from general traffic with dedicated crossings for pedestrians and cyclists eg CYCLOPS junction (Cycle Optimised Protected Signals)

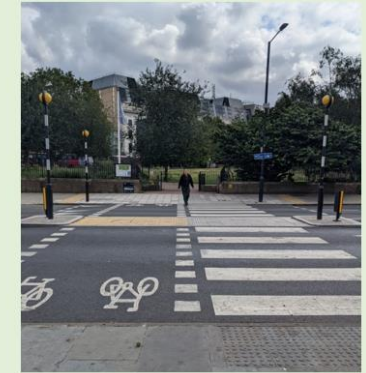


Bus stop boarder, stepped track cycle lane and removal of centre lines (Old Shoreham Road, Hove)



Lightly separated cycle lane (A259 seafront, Brighton & Hove)

Grade separation	<ul style="list-style-type: none"> • Bridges and underpasses for pedestrians and cyclists
Cycle crossings	<ul style="list-style-type: none"> • Parallel crossing - Parallel pedestrian and cycle crossing (signalised or unsignalised) next to each other
Floating bus stop	<ul style="list-style-type: none"> • Cycle lane behind a bus stop • Examples – Lewes Road
Bus stop boarder	<ul style="list-style-type: none"> • Cyclists are brought up to pavement level to pass in front of the bus stop, sharing this space with pedestrians
Removal of centre lines	<ul style="list-style-type: none"> • Removal of painted centre white lines which can assist in reducing traffic speeds • Example – Old Shoreham Road between Dyke Road and The Drive
Waiting and loading restrictions	<ul style="list-style-type: none"> • Restrictions to ensure safe access to pavement and cycle lane
Enforcement of offences	<ul style="list-style-type: none"> • Parking enforcement to ensure vehicles are parked safely and not obstructing routes • Enforcement of cycle lane offences to ensure routes are clear and safe • Enforcement of pavement parking to ensure safety for pedestrians • Enforcement of moving traffic offences to keep routes clear



Parallel crossing - Parallel zebra and cycle crossing (Lambeth, London)



Junction improvements for cyclists and pedestrians (CYCLOPS junction, Greater Manchester)

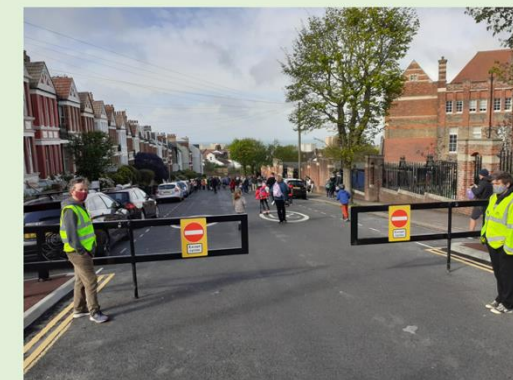
(Photo credit: Transport for Greater Manchester)

Contraflow cycle lanes	<ul style="list-style-type: none"> • Allowing two-way cycling on one-way streets • Example – North Laine area
Bus and cycle lanes	<ul style="list-style-type: none"> • Cycle lanes in bus lane – only where width allows • Example – Lewes Road
Coloured surfacing of cycle lanes	<ul style="list-style-type: none"> • Can make cycle routes clearer to all users • A single colour should be chosen across an urban area
Cycle parking	<ul style="list-style-type: none"> • Provision of secure cycle parking in residential areas eg lockable cycle hangars such as on Shaftesbury Road • Provision of on-street cycle parking at destinations • Working with destinations eg employers, schools, visitor attractions, to put in secure cycle parking
Play Streets	<ul style="list-style-type: none"> • Resident-led temporary street closures to create a space for residents to use, including for children to play
Freight and deliveries	<ul style="list-style-type: none"> • Encourage greener vehicles for freight, such as e-cargo cycles which are being used by businesses in the city for the E-Cargo Accelerator Project
Cycle repair station	<ul style="list-style-type: none"> • On-street repair facility which allows cyclists to repair their cycles when out and about without having to carry equipment

Table 13: Examples of improvement schemes for active travel



Contraflow cycle lanes (North Laine, Brighton)



School Streets (St Luke's Primary School, Brighton)

Case studies



BTN Bikeshare is in its fifth year of operation and has had almost 3.5 million miles of journeys. The scheme is expanding to include electric bikes and will allow neighbouring authorities to create parallel schemes which would allow hires across a single area covering the entire Greater Brighton area. In future the scheme will also consider how to incorporate micromobility options



The **Cycle Superhighways project in Copenhagen** has helped increase cycling levels (3 million more bike trips annually) by providing a complete protected network for cycling



The **Valley Gardens** scheme is more than just a transport improvement scheme, opening up public green spaces as well as making active and sustainable travel safer and easier



Cycle training is available across the city, including through the Multicultural Women's Cycle Club

"When trying to learn cycling and take it up as a hobby, protected lanes are valuable and essential"
- Quote from cycle training participant

Figure 27: Case studies²⁴

²⁴ Top right photo credit: [Copenhagen Cycle Superhighways](#)

Secure residential cycle parking

BHCC already installs cycle parking in residential areas and has now committed to providing more secure residential cycle parking in the city, with an initial 100 cycle hangars being rolled out. A process has been developed alongside the LCWIP development, in order to assess demand and provision; locations are scored based on:

- Amount of requests
- Type of property (house, flat or mixture)
- Availability of outside space for cycle storage
- Type of cycle
- Whether the location is in the priority areas in terms of demand analysis work, which included assessment of:
 - National Propensity to Cycle Tool
 - Population Density
 - Health Deprivation and Disability
 - Cycle theft data
 - LCWIP network routes



Figure 28: Secure residential cycle parking

Stage 6 – Integration and application

Signoff of the document



Continued integration within policies, application for funding bids



Regular updating of the document



It is important that the LCWIP is embedded and integrated into the council's wider plans, policies and decision-making so that it:

- Forms part of an integrated suite of documents that respond to requirements for transport in an area and ensures that **appropriate consideration is given to active travel in all local planning and transport decisions**; and
- Becomes a 'live' document that is **continuously evolving** but which can also be used to identify opportunities to develop and implement the network.

The LCWIP will also be influenced by policies, strategies and projects across many areas of the council, as shown in Figure 29. It will be a key consideration in the planning process in terms of highlighting where investment in the current active travel network is needed; seeking funding or works where developments are likely to put further pressure on the transport network.



Figure 29: Key policy, strategy and project linkages for the LCWIP

The LCWIP will be a live document which will be updated fully every four years and reviewed every two years, including monitoring of progress against the plan. The LCWIP Member Working Group will continue to operate and have oversight of the delivery of the LCWIP.

Funding

There are a number of potential sources of funding available to deliver improvements identified in the LCWIP, which include:

Funding source	Description
Integrated Transport and Maintenance Block funding	Provided annually to the council by the government's Department for Transport (DfT) to enable investment in various transport and highway projects and programmes
Carbon Neutral Fund and Climate Action Fund	Council budgets to deliver projects to reduce carbon emissions and develop and deliver key recommendations from the city's Climate Assembly
Government grants	Government frequently provides opportunities for local authorities to bid competitively for funding opportunities, with differing themes and objectives depending on the focus of the funding. The council has been successful in securing recent government grants from the Emergency Active Travel Fund and the Active Travel Fund. This funding has assisted in delivering many schemes including Madeira Drive, the temporary Seafront cycle lane and the A23 improvements. We will utilise any further opportunities for government funding for active travel schemes, in line with the LCWIP network. Government funding can also be made available for active travel improvements such as the cycle rail fund to improve cycle facilities at railway stations
Developer funding	Through the Planning process, the council as Local Planning Authority will negotiate with developers in order to mitigate any potential impacts of new development or accommodate the expected increased travel demand, especially for active travel and public transport. Developers are asked to pay for, or contribute towards, the cost of the additional infrastructure required. The level of contribution will be related to the scale of the new development and its impact on the local area. For transport, these specific funds can be secured via a legal (Section 106) agreement or works can be agreed that the developer fully pays for. Alternatively, it is possible

	for works to be funded from the Community Infrastructure Levy process
Surplus parking income	This budget is the money remaining after direct costs for parking enforcement, administration, and equipment have been paid. It is a legal requirement that any surplus has to be reinvested into transport and highways. The majority of the parking surplus is spent on providing free bus passes for older and disabled people, which the Council has a legal duty to provide. Money is also invested back into supporting bus services and other transport and highway projects.
Local Economic Partnership (LEP) funding	The Coast to Capital LEP, provides funding opportunities for the region and the council has been successful in securing funding for local transport and regeneration projects such as Valley Gardens and the BTN BikeShare scheme.

Table 14: Funding sources for delivery of the LCWIP

What happens next?

The LCWIP sets out the **principle of networks of routes and areas** and the commitment to active travel improvements on these.

The **detail of specific improvements has not been considered at this stage** as this is a strategic document. This will be developed once routes are taken forward for delivery, as shown in Figure 30. We will also work with neighbouring authorities to deliver continuous strategic routes across borders when taking schemes forward – there are many links with neighbouring authority strategic routes as shown in the network maps in Figures 16-23.

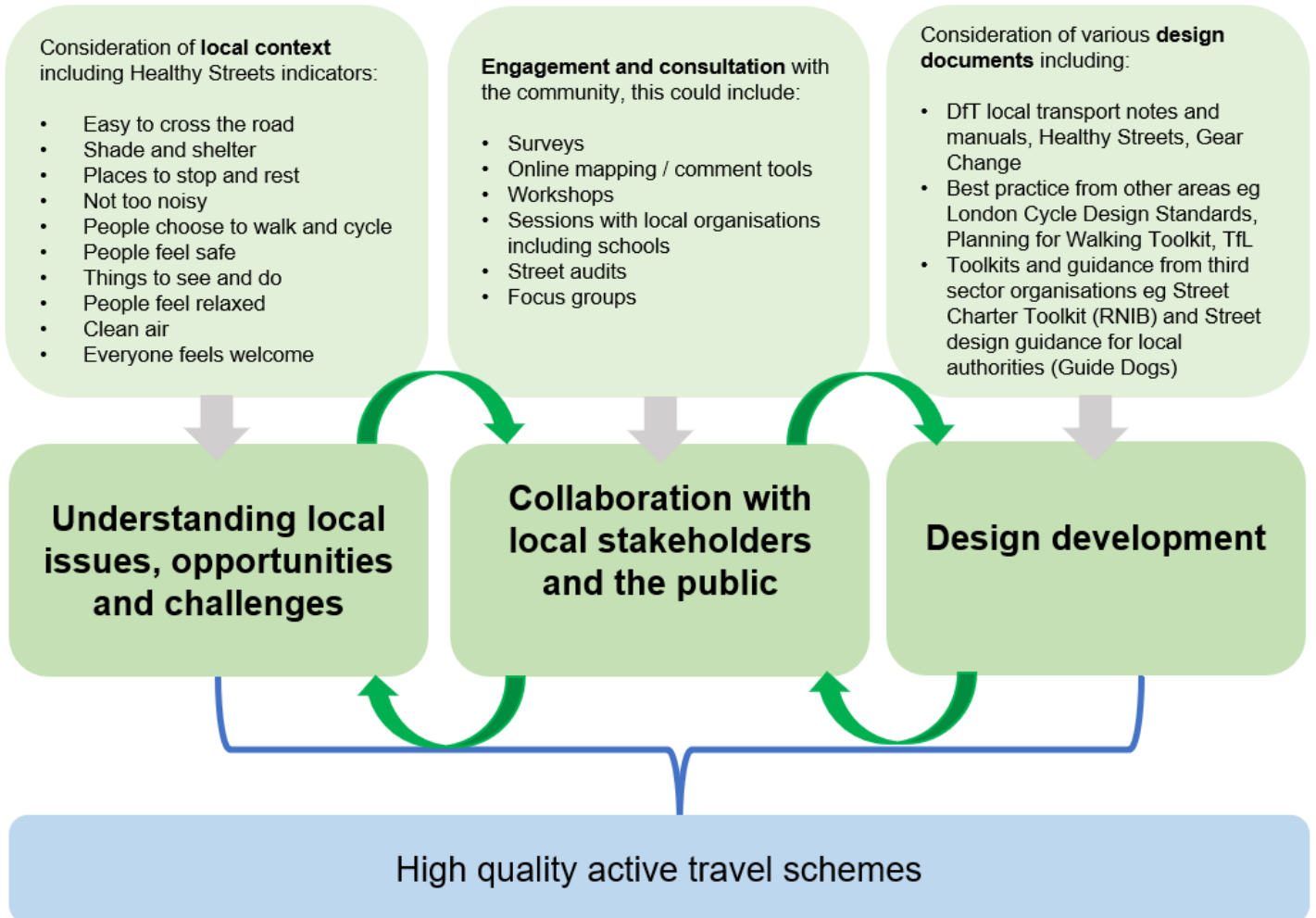


Figure 30: Process for scheme development and design²⁵

²⁵ Healthy Streets approach © Lucy Saunders / Healthy Streets www.healthystreets.com

Scheme consultations are where the public can **have a say** about the detail of what we plan to improve in LCWIP routes and areas. Consultations make our plans more effective by helping them to reflect local views.

The results of consultations help us to understand feedback on plans and how improvements could best be made. They also help us to understand **priorities and concerns**.

The principle of routes and areas for improvement is set out in the LCWIP. Schemes will then be developed further and **shaped by consultation and engagement with the community and stakeholders**. Taking into account feedback from consultations helps to shape the detail of schemes to suit local needs.

Results are fed back for consideration in the decision-making process where they are balanced against available resource, legislation and competing views.

Figure 31: What is consultation

Engagement involves working with **key stakeholders** in order to shape proposals further. This could include liaison with local councillors, disability groups, local interest groups and local residents' groups. Engagement can help us to understand issues in more detail and come up with appropriate solutions in the scheme design.

Figure 32: What is engagement

Appendix 1 – Strategic network routes for improvements

Route ID	Route name
1*	Church Street
2*	North Street and Dyke Road
3*	Lewes Road
4*	A23
5*	Eastern Road / Edward Street
6*	A259 – WSCC boundary to Madeira Drive
7*	Chesham Road, St George's Road, Bristol Road & St James's Street
8*	Buckingham Place, Terminus Road, Queens Road & West Street
9*	A259 – Marine Parade & Marine Drive
10*	New Church Road, Church Road & Western Road
11*	Queens Park Road
12*	Old Shoreham Road / New England Road / Viaduct Road / Upper Lewes Road
13*	Ditchling Road
14*	Upper Hollingdean Road
15*	Union Road
16*	Sackville Road / Nevill Road / King George VI Avenue
17*	Wilson Avenue
18	Springfield Road
19	Stanford Avenue & Beaconsfield Road
20	Trafalgar Road, Locks Hill, Southdown Road & Croft Drive
21	Elm Grove and Warren Road
22	Argyle Road and Campbell Road
23	Boundary Road and Hangleton Road
24	Hangleton Way and Downland Drive
25	Vernon Terrace & Montpelier Road
26	The Avenue
27	Davigdor Road and Cromwell Road
28	Portland Road
29	Basin Road South
30	Gladstone Road
31	Carden Avenue
32	Coldean Lane
33	Grand Avenue and The Drive
34	Fox Way and Hangleton Lane
35	The Upper Drive
36	Mile Oak Road and High Street
37	Preston Drove and Millers Road
38	Rottingdean High Street and Falmer Road
39	Barcombe Place & Lucraft Road

*Priority route

Appendix 2 – Local areas and links for improvements

Area-based treatments for improvements

Area ID	Name
1	East Moulsecoomb
2	Hollingdean
3	Woodingdean
4	Aldrington
5	West Blatchington - schools
6	Hove Park & Mill View
7	West Blatchington & Hangleton
8	Portslade
9	Mile Oak
10	Fishersgate
11	Kempton, hospital & Whitehawk Hill
12	Whitehawk
13	Hartington Road
14	Carlton Hill
15	Queens Park
16	London Road north
17	Moulsecoomb south & Bear Road
18	Hollingbury east
19	West of city centre
20	Hove Junior School & cricket ground
21	St Andrews Church
22	Hove station south
23	Hove station north
24	Preston
25	Varndean & Balfour
26	Patcham west
27	Patcham east
28	Coldean
29	Westdene & Withdean
30	Preston Park east
31	Preston Park west
32	Rottingdean west
33	Rottingdean & Saltdean

Local links for improvements

Route ID	Route name
A	Chalky Road
B	Station Approach (Fishersgate)
C	Station Road (Portslade)
D	Nevill Avenue
E	Amherst Crescent & Old Shoreham Road
F	Blatchington Road
G	Holland Road
H	Somerhill Road
I	The Deneway
J	Clermont Road
K	Dyke Road Drive
L	Upper North Street
M	Winfield Avenue
N	Stanford Avenue
O	Stroudley Road
P	Whitecross Street
Q	Trafalgar Street
R	North Road
S	Carden Hill
T	Shaftesbury Place
U	Hollingdean Road
V	Islingword Road
W	Lower Rock Gardens
X	Upper Bedford Street
Y	Queensdown School Road
Z	Manor Hill
AA	Paston Place
BB	Ashurst Road
CC	B206 Roedean Road
DD	Marina Way
EE	Goldstone Villas
FF	Albourne Close

Prioritised list of neighbourhood areas for local improvements

ID	Name
1*	East Brighton / Whitehawk
2*	Moulsecoomb
3*	Portslade
4*	Knoll / West Blatchington
5*	Hangleton
6*	Mile Oak & Portslade Village
7*	Hollingdean
8*	Woodingdean
9*	West Hove
10*	West Blatchington - schools
11	Wilbury & West Blatchington
12	Hanover & Elm Grove
13	Kempton & Black Rock
14	Queens Park
15	London Road station
16	Round Hill
17	Bevendean
18	Hollingbury
19	Central Brighton
20	Sackville
21	Patcham
22	Hove & Wilbury
23	Surrenden
24	Preston
25	Ovingdean
26	Westdene & Withdean
27	Tivoli & Prestonville
28	Saltdean
29	Coldean
30	Tongdean
31	University

*Priority areas

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