

**ENVIRONMENT TRANSPORT &
SUSTAINABILITY CABINET
MEMBER MEETING**

Agenda Item 115

Brighton & Hove City Council

Subject:	North Laine cycle contraflow network TRO Update		
Date of Meeting:	4th May 2012		
Report of:	Strategic Director- Place		
Contact Officer:	Name:	Benjamin Coleman	Tel: 29-3858
	Email:	Benjamin.coleman@brighton-hove.gov.uk	
Ward(s) affected:	St Peter's & North Laine		

The TROs were advertised from Thursday 12th April to Thursday 3rd May. This Report contains a summary of comments made in response to the TROs received in time for publication. An addendum to this report will be available at the meeting should any further objections be received.

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider objections to the Traffic Regulation Orders (TROs) for the North Laine cycle contraflow network. These TROs were advertised after the Cabinet Member for Transport & Public Realm approved the recommendations in the 'North Laine cycle contraflow network' report, which was presented to the Cabinet Member Meeting on 27th March 2012.
- 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, and extending the contraflow network will increase the city's cycle network and encourage more cycling.
- 1.3 The government set out its policy direction in the 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) considers local strategies and plans and contains key themes and principles which inform sustainable transport measures in the city. The provision of cycle contraflow facilities can address two of these key themes by making the transport network more efficient and providing infrastructure which will increase transport choice and create an environment conducive to active travel.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm, having taken into account all duly made objections and representations, due to the reasons stated in the report, gives approval to the TROs as advertised and gives approval for officers to begin implementation of the proposed cycle contraflow network scheme.

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 this behaviour by creating greater cycle permeability and permitting two-way cycling in one-way streets.
- 3.2 Between July and October 2011 officers studied the potential for contraflow cycling in all one-way streets in the North Laine. The result was a 'North Laine Cycle Permeability Review' with accompanying assessment methodology. This review identified an initial basic cycle contraflow network of twelve streets, which would require minor changes, including some signs and road markings. The North Laine Cycle Permeability Review (see Appendix 1) also identifies a further thirteen streets which should be considered for contraflow but may require more infrastructure than just signing.
- 3.3 Officers met with the North Laine Community Association (NLCA) on two occasions and with the North Laine Traders Association (NLTA) between January and March 2012 to introduce the North Laine Permeability Review and to listen to the groups' opinions regarding the proposal. Whilst there wasn't always clear consensus, members of the two groups were generally supportive of the proposal, and both groups agreed to keep their members informed of the formal consultation period should the advertisement of the TROs be given permission to go ahead.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 At the meetings with NLTA and NLCA between January and March concerns were raised by some attendees regarding safety implications of allowing cyclists to travel in the opposite direction to vehicular traffic. Concerns were also raised about the general visibility of contraflow cyclists. Any concerns raised at these meetings will be taken into consideration when designing the contraflow facilities. 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. Officers will be meeting with the residents group three months post-implementation to discuss any practical concerns or issues which have arisen.
- 4.2 TRO Feedback

This section summarises the comments made in response to the TROs received in time for publication of this report. These comments are listed in full in Appendix 5: 'North Laine cycle contraflow network' TROs comments.

Summary of Objections

There have been six objections to the TROs to date. Concerns include the following:

- General visibility of contraflow cyclists for the partially sighted in particular; the objector wants marked cycle lanes throughout the length of all 14 street sections proposed for contraflow facilities.
- Contraflow facilities would make the North Laine inaccessible for partially sighted people.
- Drivers and cyclists not abiding by legal speed limits in the North Laine area.
- Non-compliance with speed limits may make the proposed contraflow facilities unsafe.
- The width of some streets may not accommodate two-way cycling and one-way vehicular access.

Consideration of Objections

The designs as originally proposed meet the Department for Transport's (DfT) design standards for contraflow cycle facilities in 20 mph speed limit areas. However officers will trial additional road markings in some of the streets in this scheme, to test the effectiveness of additional road markings.

Officers have also agreed to meet with the NLCA again to discuss any practical concerns that they might have regarding the scheme, three months post-implementation.

Support

There have been 29 responses supporting the introduction of contraflow cycle facilities. Comments in support included the following:

- Cycle contraflow facilities are long overdue and much needed to address the current convoluted routes for cyclists and increase cycle accessibility.
- Contraflow facilities will make the North Laine safer for cyclists.
- Contraflow facilities will increase the cycling permeability of the North Laine.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There is a specific budget of £20,000 for Cycle Facilities within the 2012-13 LTP capital programme. In addition, there is a further budget of £30,000 available to be used for completion of 2011-12 schemes, of which £15,000 has been earmarked for the North Laine Cycle Contraflow.

Finance Officer Consulted: Karen Brookshaw

Date: 25/4/12

Legal Implications:

- 5.2 The Traffic Orders have been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution. There are no human rights implications to draw to Members' attention.

Lawyer Consulted:

Carl Hearsum

Date: 25/4/12

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 city as a whole. Cycling is a sustainable means of travel which improves public health and produces zero carbon emissions.

Crime & Disorder Implications:

- 5.5 The scheme will alleviate associated pressures of enforcing pedestrian and cycle facilities in the North Laine area. Increased legal accessibility through the North Laine will also encourage and support responsible cycling.

Risk and Opportunity Management Implications:

- 5.6 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.

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

twittens 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.

SUPPORTING DOCUMENTATION

Appendices:

1. North Laine Permeability Review
2. North Laine Existing Layout
3. North Laine Proposed Contraflow layout
4. North Laine Permeability Study: Qualitative Assessment Results
5. North Laine Permeability TRO comments

Documents in Members' Rooms

1. None

Background Documents

1. None

