

Brighton & Hove City Council

Cycling Strategy



The contact for this strategy is the
Walking & Cycling Officer,
Brighton & Hove City Council,
Environment Directorate,
Hove Town Hall, Norton Road, Hove BN3 3BQ
Tel. (01273) 292475

BRIGHTON & HOVE CITY COUNCIL

CYCLING STRATEGY

CONTENTS

1 INTRODUCTION

2 CONTEXT

3 OBJECTIVES

- 1 Maximising Cycling
- 2 Transport Infrastructure
- 3 Related Strategies

4 TARGETS

- 1 Cycle Trips
- 2 Public Attitude to Cycling
- 3 Key Cycle Routes
- 4 Accidents involving Cyclists
- 5 Cycle Parking Facilities
- 6 Cycle Theft
- 7 Cycle Training

5 POLICIES

Cycle Routes

- 1 Cycle Route Network
- 2 Cycle Route Characteristics
- 3 Priority for Cyclists in Traffic Management Schemes
- 4 Cyclists and Pedestrianised Areas
- 5 Cycle Reviews of the Road Network
- 6 Cycle Audit of New Schemes
- 7 Cycle Routes on Development Sites
- 8 Cycle Routes outside Development Sites
- 9 Protected Cycle Route on Railway Land
- 10 Cycle Routes outside the City Boundary, Associated with Trunk Roads and in the Countryside
- 11 Cycle Route Maintenance and Cleansing and Cycle Parking Maintenance

Cycle Parking

- 12 Cycle Parking associated with Development Proposals
- 13 Cycle Parking to serve Existing Development

14 Reducing Cycle Theft

Integration with Public Transport 15

Accidents involving Cyclists

16 Casualty Reduction

17 Cycle Helmets

Cycle Training and Road-User Behaviour

18 Cycle Training for Children

19 Cycle Training for Adults

20 Campaigns to improve Road-User Behaviour

21 Enforcement of Traffic Law by the Police

22 Enforcement by Parking Attendants

Promoting Cycling

23 Travel Strategy for Schools

24 Company Travel Plans

25 Campaigns to Encourage Cycling

Consultation with Cycling Representatives 26

Monitoring 27

Funding 28

TABLE

1 Provisional Programme of Cycling Infrastructure Improvements

APPENDICES

1 Cycling, Health and Well-being

2 Cycle Access and Parking Policy (TR12)

3 References

1 INTRODUCTION

1.1 This document presents the city council's strategy to encourage cycling as part of its Sustainable Transport Strategy.

1.2 In the section below, there are quotations from related strategies which indicate the wide-spread national, regional and local support for increasing cycling. This strategy's Objectives, Targets and Policies for cycling then follow. A cycle route network and a programme of cycle route schemes are proposed.

2 CONTEXT

2.1 There is agreement at national, regional and local level that cycling needs to be increased as illustrated by the following quotations.

2.2 In the summary of their Integrated Transport White Paper in 1998 'A New Deal Transport – Better for Everyone', the Government say

- 'We cannot go on as we were, trying to build more roads to cope with growing levels of traffic. Instead, we must have (amongst other things) more real transport choice' (p3);
- '... we want higher priority for walking, cycling and public transport ...' (p10).

2.3 In 'Transport 2010 – The 10 Year Plan', the Government say:

- 'Within the new five-year Local Transport Plans being produced by local authorities there will be increased priority for cycling, walking and ... environmental and safety measures' (p7);
- 'We wish to see a significant expansion of walking and cycling schemes, including safer routes to school and stations' (p62).

2.4 In Planning Policy Guidance Note 13 on 'Transport' published in March 2001, the Government say:

- 'The objectives of this guidance are to integrate planning and transport at the ... local level to ... promote accessibility ... by public transport, walking and cycling ...' (Para. 4)

2.5 The South East England Regional Assembly's (SEERA) Draft Regional Transport Strategy (From Crisis to Cutting Edge') published in January 2003 has a policy which indicates that Local Transport Plans should use mobility management as the mechanism for achieving a rebalancing of the transport system by considering the interaction between various matters including the availability and quality of pedestrian and cycling routes. (p7, T11)

2.6 The 'East Sussex and Brighton & Hove Structure Plan 1991-2011' deals with development and conservation and contains a number of cycle-friendly transport policies including:

- 'The priorities of the integrated transport and environment strategy are (amongst other things) encouragement of and provision for greater use of walking, cycling and public transport (including buses), particularly in urban areas and town centres.' (p111, TR1).

2.7 The council's Local Plan (Second Deposit Draft – 2001) provides a framework for the use of land and buildings over the next 10 years and has policies which support cycling, for example:

- 'Development proposals should provide for the demand for travel they create and maximise the use of public transport, walking and cycling ...' (p29, TR1);
- 'Development proposals that affect proposed or existing cycle routes should protect and enhance them and protect the alignments of proposed cycle routes. Developments should contribute toward the implementation, improvement, and maintenance of the cycle network and /or additions to the network... (p41, TR13)

2.8 One of the council's aims in the 2003 edition of its 'Community Strategy' (Creating the city of opportunities) is 'A mobile city - A place with a co-ordinated transport system that balances the needs of all users and minimises damage to the environment.' Measures stated that are planned to achieve this include:

- 'Increase opportunities to walk and cycle, thus promoting healthy lifestyle and encouraging less car use;
- Increase pedestrian priority areas, cycleways and cycle stands. (p24-25).

2.9 The above Community Strategy also has aims for a healthy city and a safer city. Cycling can form part of a healthy lifestyle. Safety is important for cycling and is addressed in the 'Community Safety and Crime Reduction Strategy 2002-5 (Safe in the City)' produced by a partnership including the council and in the council's 'Road Safety Plan 1997-2000' and its 'First Review'.

2.10 One of key objectives in the council's Sustainability Strategy is:

- 'To achieve a reduction in road traffic and progress towards a 'people friendly' city with a genuine choice of safe, quick and sustainable transport.' (p26)

The council's Sustainable Transport Strategy is described in its 'Full Local Transport Plan 2001/02 – 2005/06' (p37, 40-45). The vision, one of the objectives and one of the key action areas are respectively:

- To make Brighton & Hove a vibrant and healthy, people-friendly city in which to live and travel;
- Improve accessibility for people and environmentally-friendly forms of transport;
- 'Completing a safe, attractive and convenient cycling network with associated parking facilities.'

2.11 A Citizen's Panel Exchange questionnaire on transport issues was issued by the council in 2002. Some of the results which relate to cycling more are given in the table below and give an indication of the significant potential for more cycling.

Percentage of all respondents whom strongly agree or agree with the following statements	All	Those with access to a car	Those with no access to a car
I would walk and/or cycle more to improve my health	68%	65%	77%
I would cycle more if there were more safer cycle routes to use locally	35%	33%	38%
I would cycle more if there were more convenient cycle routes to use locally	33%	32%	37%

2.12 Within the above context, the policies which follow form the heart of this strategy. They reflect and expand on the section on Cycling in the council's Full Local Transport Plan (LTP) (p98-108) which in turn refers to the Government's National Cycling Strategy and 'Bike Frame – A Model Cycling Policy' published by the Cyclists' Public Affairs Group.

3 OBJECTIVES

Objective 1 Maximising Cycling

Maximise the role of cycling as a transport mode, in order to reduce the use of private cars, improve health and reduce social exclusion.

3.1 Increasing cycling will help reduce congestion and pollution and being at a human scale can contribute positively to the street scene and sense of attractiveness and security of an area. Most people are not active enough to benefit their health. Regular cycling can provide such activity and give a variety of health benefits. The maximisation of cycling will help the Brighton & Hove City Primary Care Trust (PCT) to meet its health targets. More details on cycling, health and well-being from the PCT are included in Appendix 1. For people with no car available (which includes those in car-owning households who cannot drive or when the car is already in use), cycling can offer an alternative to public transport for local journeys which are perhaps too time consuming on foot.

Objective 2 Transport Infrastructure

Develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates walking, cycling and the use of public transport and powered two-wheelers, and minimises reliance on, and discourages unnecessary use of private cars.

3.2 The encouragement of infrastructure for non-cycling modes reflects the integrated way in which transport provision is delivered. Increased attractiveness and wider choice in transport provides for greater use of these modes and should mean fewer cars on the roads. Roads can then become, or be made more cycle-friendly.

Objective 3 Related Strategies

Ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the council's Structure Plan, Local Plan, Local Transport Plan and Road Safety Plan and into all complementary strategies including transport studies and strategies, and regeneration, social inclusion, environment, education, health and leisure strategies and community initiatives.

4 TARGETS

Target 1 Increasing Cycle Trips

Treble the number of cycle trips measured on cordon-based counts over the ten year period to 2010.

4.1 This is the same desired growth as in the latest national overall target set by the Department for Transport (DfT) in its '10 Year Plan.'

Target 2 Public attitude to cycling

Increase the proportion of people who think that it is easy and safe to cycle.

4.2 The DfT issued updated guidance in April 2002 for monitoring the 'indicators' which form the basis of targets used in the Local Transport Plan process. The guidance recommends the adoption of a target using the 'indicator' of 'People who think it is easy and safe to cycle in their area.' The possibility of setting such a target is being considered. The indicator could perhaps be measured by interview surveys which might usefully ask for people's views on a variety of aspects of transport in the city.

Target 3 Completing Key Cycle Routes

Complete five key cycle routes by the end of 2005/6, namely:

- Lewes Road Corridor (to Brighton city centre) National Cycle Network (NCN) Regional Route No. 90;
- South Coast Cycle Route (i.e. the seafront cycle route) NCN Route 2;
- London Road Corridor (to Brighton city centre) NCN Route 20;
- Hangleton to Hove town centre NCN Regional Route 82; and
- Dyke Road corridor (Just north of bypass to Brighton city centre).

4.3 The reasons for choosing this target for increasing the length of the cycling network are given in the text below supporting the Cycle Route Network Policy.

Target 4 Reducing Accidents involving Cyclists

By 2010, compared to the average for 1994-98:

- Reduce the number of cyclists killed or seriously injured in road accidents by 40%;
- Reduce the number of children cycling who are killed or seriously injured by 50%;
- Reduce the slight casualty rate for cyclists by 10% expressed as the number of cyclists slightly injured per 100 million vehicle kilometres.

4.4 The above targets are the same as those given in the DfT's publication 'Tomorrow's Roads – Safer for Everyone' and which have already been adopted the council except that 'people' has been replaced twice by 'cyclists' and 'children' has been replaced by 'children cycling'. Children are defined as being aged up to and including 15 years old. The effect of these changes is that it should not become relatively more dangerous for cyclists than other road users because the safety benefits arising from engineering schemes, etc have focussed on other road users. The use of the target for slight casualties in the form above depends upon it being possible to produce satisfactory estimates of the distance component.

Target 5 Increasing Cycle Parking Facilities

Increase the amount of publicly available cycle parking facilities by providing for an additional 300 bicycles over the period from 2002/3 to 2005/6 inclusive; some of these facilities to be Sheffield Cycle Stands and some to be more secure facilities such as cycle lockers.

4.5 Sheffield Cycle Stands have an upside down 'U' shape; a bike can be attached on each side. A bike can be put completely inside a locker.

Target 6 Reducing Cycle Theft

Reduce cycle theft as reported to the Police by 25% by 2010/11 compared to the average for 2000/1- 2002/3, taking into account the change in cycling levels.

Target 7 Increasing Cycle Training

Increase the proportion of 10–11 year olds each year having council-initiated on-road cycle training at schools to 50% by 2010/11.

5 POLICIES

Cycle Routes

Policy 1 Cycle Route Network

A network of high quality cycle routes will be completed within the city providing convenient and safe access to all destinations. The full implementation will continue beyond the end of 2005/6 but the five key routes in Target 3 are specifically proposed for completion by that time; other routes will also be progressed. The network will include routes which continue to the surrounding urban areas and links to, and within the adjoining countryside.

5.1.1 A preliminary version of the proposed cycle route network for the city was published in the council's Full Local Transport Plan (LTP). A cycle route map will be issued as described in paragraph 5.25.2.

5.1.2 The network was devised keeping in mind the Cycle Review process which is designed to identify the positive and negative attributes of existing transport networks for cycling and to assess ways in which those networks could be changed in order to encourage cycling. Guidelines for Cycle Review are set out in a document by the Institution of Highways & Transportation (IHT) and endorsed by the DfT. Given the whole city was to be considered, a subjective, judgmental approach was used taking advantage of local knowledge rather than undertaking a full Cycle Review.

5.1.3 The lack of a full Review is not thought to be an issue as the strategic choices are relatively clear cut and this has allowed the programme of cycle route schemes to be devised which is shown in Table 1. For example, there is a need to complete the Lewes Road Corridor cycle route between The Level and just north of the Vogue Gyrotory; to complete the Seafront Cycle Route; to upgrade and extend the Dyke Road – Dyke Road Avenue cycle route; and to progress the Hangleton to Hove cycle route study proposals. In each case, there has been, or will be public consultation.

5.1.4 Cyclists' requirements for cycle routes and the hierarchical approach to the design of cycle route facilities given in the IHT's Cycle-friendly Infrastructure Guidelines, both as described in the policy below, were also taken into account in the derivation of the cycle route network.

5.1.5 The network design takes account of those specific facilities benefiting cyclists which are already in place; the proposals for Sustainable Transport Corridors which provide for sustainable modes such as cycling; the proposed Brighton cycle network approved in principle by the then Borough Council in 1992; cycle route studies, existing and potential traffic calming schemes (where the slower speeds, and generally the relatively lower traffic volumes, are conducive to cycling); and the road hierarchy and proposals for 'Greenways' (areas of interconnected open spaces). The network may be revised from time to time to reflect the latest situation on the various proposals just mentioned and on home zones which the council has more recently been considering.

5.1.6 The proposed network has connections to the major shopping, commercial, recreational and tourist destinations; to railway stations; and as far as possible to university sites, hospitals, large free-standing employers, retail parks, and district and local shopping centres.

5.1.7 In the city centre and central Hove, the network is quite dense partly because of the need to offer convenient links in the inbound and outbound directions where there are one-way streets (and where contra-flow cycling is either not possible or not yet provided for). In the suburbs where cycle trip origins and destinations are more spread out, the network is relatively sparse although local shopping centres and schools are served where possible. It is expected that more localised cycle routes will arise from work on local issues such as Safer Routes to Schools and routes related to Company Travel Plans.

5.1.8 The hilly nature of some parts of the city means that some of the links required to create direct routes and a coherent network are quite steep. Low gear ratios can be used but it is thought, and accepted that many cyclists will choose to push their bikes when going up these steeper links.

5.1.9 The network has been devised in terms of primary and secondary routes. The primary routes are mainly radial routes to, or east-west routes linking the town centres at Brighton, Hove and Portslade. The secondary routes link between, and give access to the primary routes.

5.1.10 One of the targets in this document is for the completion of five of these primary routes by the end of 2005/6, namely:

- Lewes Road Corridor (to Brighton city centre) - National Cycle Network (NCN) Regional Route No. 90;
- South Coast Cycle Route (i.e. the seafront cycle route) - NCN Route 2;
- London Road Corridor (to Brighton city centre) - NCN Route 20;
- Hangleton to Hove town centre - NCN Regional Route 82; and
- Dyke Road corridor (just north of bypass to Brighton city centre).

5.1.11 The first four routes are all in the National Cycle Network which is partly aimed at recreational and longer distance cyclists, but they have been chosen for completion because they all are significant for carrying local cycling journeys. The fifth route is perhaps somewhat less important but the relatively old cycle lanes there are in need of extending and upgrading. The thinking behind adopting this target is rather like that behind with the National Cycle Network at the national level; that is to say the provision of a good quality cycle route close to as many households in Brighton & Hove as possible. However, having this target does not mean that other cycle routes will not also be progressed.

5.1.12 The cycle route along the Western Road - Church Road corridor, extending along to Portslade and to Whitehawk, is also an important route. Some improvements

should be made to it by the end of 2005/6 but some sections will probably require further work later on. The traffic-free route in Benfield Valley forms one spur off this route.

5.1.13 The proposed cycle route network also features cycle routes for recreational use outside the built-up area but within the council boundary. These routes include the Dyke Railway Trail, a traffic-free route on the line of a former railway and which forms part of NCN Regional Route 82. However to obtain the full benefit from these routes, cyclists can continue further into the countryside. The council's approach to managing bridleways and other routes on which cyclists are allowed to ride is set out in the policy document entitled 'Milestones Statement – Public Rights of Way in Brighton & Hove.' This document will be superseded by a 'Rights of Way Improvement Plan' to be prepared in partnership with the Brighton & Hove Local Access Forum. It will look at potential improvements to the Rights of Way network and Open Access and be integrated with the Local Transport Plan and this walking strategy.

5.1.14 A provisional programme of cycle infrastructure improvements is given in Table 1 and indicates how the cycle route network could be developed over the next three years. This programme cannot be prescriptive because implementation depends upon a variety of issues including those arising when more detailed work is carried out on each proposal. Clearly, completion of the programme depends on sufficient funds being made available by central government and the commitments and priority accorded to other transport proposals for the city. However, much of the programme relates to completing 5 key cycle routes and, as proposed earlier in this document, there is a target to do this by the end date of the programme of 2005/6.

Policy 2 Cycle Route Characteristics

Wherever possible, cycle routes will achieve high standards of coherence, directness, attractiveness, safety and comfort, and reflect the hierarchical approach to design, all as set out below from the IHT publication 'Cycle-friendly Infrastructure: Guidelines for Planning and Design' endorsed by the CTC (i.e. Cyclists' Touring Club) and the DfT.

5.2.1 Cyclists' main requirements for cycle routes are:

- Coherence – The cycling infrastructure should form a coherent entity, linking all trip origins and destinations; routes should be continuous and consistent in standard.
- Directness – Routes should be as direct as possible, based on desire lines, since detours and delays will deter use.
- Attractiveness – Routes must be attractive to cyclists on subjective as well as objective criteria. Lighting, personal safety, aesthetics, noise and integration with the surrounding area are important.
- Safety – Designs should minimise casualties and perceived danger for cyclists and other road users.
- Comfort – Cyclists need smooth, well-maintained surfaces, regular sweeping, and gentle gradients. Routes must be convenient to use and avoid complicated manoeuvres and interruptions.

5.2.2 In descending order of preference, the hierarchy of measures for a section of cycle route is as follows. The hierarchy advocates, wherever possible, measures to make the use of existing roads safe and convenient for cyclists in preference to segregation. These measures are not discrete alternatives; those further up the hierarchy make it easier to introduce successfully the lower level measures or they may render them unnecessary.

- Traffic reduction – Can traffic volumes be reduced sufficiently to achieve the desired improvements in attractiveness and safety? Can heavy lorries be restricted or diverted?
- Traffic calming – Can speeds be reduced and driver behaviour modified to achieve the desired improvements?
- Junction treatment and traffic management – Can the problems that cyclists encounter, particularly accident locations, be solved by specific junction treatment or other traffic management solutions such as contra-flow cycle lanes (where cyclists can go the ‘opposite way’ along otherwise one-way streets)?
- Redistribution of the carriageway – Can the carriageway be redistributed to give more space to cyclists, perhaps in conjunction with buses?
- Cycle lanes (i.e. on the carriageway) and cycle tracks (i.e. on pavements or paths) – Having considered and, where possible, implemented the above, what specific cycle lanes or tracks are now necessary?

5.2.3 The last item above refers to cycle tracks on pavements and paths. Such tracks can be either segregated (i.e. separate widths for cyclists and pedestrians) or unsegregated (i.e. the full width is used by both cyclists and pedestrians). To minimise potential conflict between cyclists and pedestrians and disabled people, cycle routes are located on the carriageway wherever possible. However the use of routes through parks which are attractive to cyclists because of the absence of motorised traffic will be considered. Cycle tracks will often be associated with Toucan crossings which enable cyclists to cross busy roads. At these crossings the traffic lights have both green man and green bicycle signs and cyclists can ride across the carriageway with pedestrians.

5.2.4 On roads in the cycle route network already with low traffic flows and/or speeds, direction signing for cyclists may be all that is required. Redistribution of carriageway space as included above can simply mean marking out the kerb-side lane to have a greater width in order to give more space for motor vehicles to pass cyclists as well as allowing cyclists in bus lanes.

Policy 3 Priority for Cyclists in Traffic Management Schemes

Wherever possible, measures will be provided in traffic management schemes which give cyclists priority over motorised traffic in terms of accessibility and journey time but in accordance with the application of the hierarchies of road users to be adopted by the council.

5.3.1 Such measures, with existing examples, include:

- Provision for cyclists to ride 'contra-flow' in one way streets (e.g. contra-flow cycling in Campbell Road is a shorter route for southbound cyclists);
 - Exceptions for cyclists from access restrictions applying to motorised traffic (e.g. entry to Sydney Street is restricted during most of the working day but cyclists are allowed);
 - Exceptions for cyclists from turning movements banned for motorised traffic (e.g. cyclists entering Western Road to the east of Montpelier Road can turn towards the Churchill Square shopping centre);
 - Gaps for cyclists at 'point road closures' (e.g. in Church Street at its junction with the east side of Queens Road);
 - Advanced stop lines at junctions with traffic lights giving an area at the front of the queue for cyclists (e.g. on the Lewes Road between Bear Road and Coldean Lane).
- These measures could be on the cycle route network itself or elsewhere.

Policy 4 Cyclists and Pedestrianised Areas

Measures to facilitate cycling will be integrated, where appropriate, with pedestrianised areas.

5.4.1 Potential provision for cyclists in pedestrianised areas will be carefully considered taking account of such matters as the density of pedestrian activity, pedestrian safety and the desire to provide for access by cyclists and possibly for travel through the general area.

5.4.2 In the case of George Street shopping precinct in Hove, cyclists (and motorised traffic) are not allowed to enter between 10am and 4pm on Mondays to Saturdays. Instead cyclists can use quiet, parallel one-way streets for travelling through this area and cycle parking is available at each end of George Street for cyclists visiting the shops. The preliminary cycle route network includes a two-way cycle route through the 'restricted access' section of East Street south of the taxi rank. This will need to be carefully considered.

Policy 5 Cycle Reviews of the Road Network

Cycle Reviews of parts of the road network, including their associated parts of the Cycle Route Network, will be undertaken to an appropriate level of detail when considered necessary.

5.5.1 As mentioned earlier, Cycle Review is a process to identify the positive and negative attributes of transport networks for cycling and to assess ways in which those networks could be changed. Localised Cycle Reviews may be specifically necessary, for example in connection with confirming the choice of some of the routes in the preliminary cycle route network before cycle route signs are installed and to identify any improvements required on, or in the vicinity of those routes.

Policy 6 Cycle Audits of New Schemes

Where required by a protocol on Cycle Audits, highway and traffic management schemes, including those forming part of, and arising from land-use developments will be audited. These audits, to be undertaken in accordance with national guidelines, will ensure that such schemes provide improvements to, or at least make no inadvertent negative impact on the coherence, directness, safety, attractiveness and comfort of routes used by cyclists.

5.6.1 It would be unnecessary and not cost effective to carry out Cycle Audits on all proposed schemes, particularly specific cycling schemes and those minor proposals where any impact on cycling is relatively unlikely. The protocol will reflect this and can be updated from time to time in the light of experience and the resources available. The national guidelines for undertaking Cycle Audits are set out in the same document that deals with Cycle Reviews.

Policy 7 Cycle Routes on Development Sites

The council will seek to ensure that development does not sever routes used by cyclists or unjustly prejudice accessibility by bicycle. The council will identify opportunities, and, where appropriate, will require developers to provide through routes for cyclists across development sites where these routes will deliver improvements to the wider cycle route network.

Policy 8 Cycle Routes outside Development Sites

Wherever appropriate, the council will seek 'planning obligations' from developers in relation to their proposals in order to improve transport infrastructure to aid cyclists outside the development site.

Policy 9 Protected Cycle Route on Railway Land

The council will protect from development railway land between Dyke Road Drive and New England Road to allow for the provision of a cycle route between Dyke Road Drive and the proposed 'Greenway' on the disused railway bridge over New England Road.

5.9.1 The above three policies will be considered by the council when it assesses whether to approve planning applications for development proposals in the context of policies in Chapter 1 of the council's Local Plan Second Deposit Draft 2001.

Policy 10 Cycle Routes outside the City Boundary, Associated with Trunk Roads and in the Countryside

The council will work with adjoining local authorities and Sustrans, promoters of the National Cycle Network (NCN), to seek to ensure that cycle routes on either side of, and leading to the joint boundary are mutually compatible. The council will also liaise as necessary with the Highways Agency, who are responsible for trunk roads, about improvements to NCN routes in the A23 and A27 trunk road corridors; and with the Sussex Downs Conservation Board (SDCB) (and its planned successor, the South Downs National Park Authority) on cycle routes in the countryside.

5.10.1 Compatibility of cycle route provision in the city leading to the city boundary with equivalent routes in adjoining areas would increase the use of all these routes.

5.10.2 The Highways Agency constructed a new subway at Falmer in winter 2002/3: cyclists are able to cycle through it between Falmer railway station and NCN Regional Route 90 and the University of Sussex. A cycle route link from the subway to the University of Brighton site at Falmer will be sought.

5.10.3 The SDCB's Management Strategy of 1996 includes an action to 'Prepare and disseminate codes of practice for off-road cycling. Produce and promote well researched self-guided trails. Develop events to promote good practice' (p48). There is already a network of countryside cycle routes around the city including the long-distance South Downs Way. However improvements to this network and appropriate additions are welcomed. The SDCB in 2002/3 constructed a cycle route alongside the Devil's Dyke Road to the Devil's Dyke viewpoint and is planning for a route between Woodingdean and Falmer in the Falmer Road corridor.

Policy 11 Cycle Route Maintenance and Cleansing and Cycle Parking Maintenance

The council will seek to undertake high standard structural and surface maintenance, and cleansing and lighting maintenance of cycle tracks on pavements and paths, and of roads in the Cycle Route Network. Cycle stands will be resecured or replaced as necessary. Other forms of cycle parking such as lockers will also be maintained appropriately.

5.11.1 The standards for this maintenance and cleansing, including response times, will be brought together in a specific statement separate from this document to be kept under review and, if necessary, updated from time to time. Contact points in the council for the reporting of maintenance and cleansing issues will be included on the proposed Cycle Route Network leaflet for the city.

Cycle Parking

Policy 12 Cycle Parking associated with Development Proposals

The council will seek the provision of cycle parking facilities associated with proposals for development proposals through the use of Policy TR12 in the council's Local Plan (second deposit draft, dated 2001) and Supplementary Planning Guidance Note 4.

5.12.1 Policy TR12 is reproduced in Appendix 2 and gives the requirements for the quality of cycle parking facilities (e.g. secure and convenient) and of the access to it (e.g. safe and clearly defined). The council's standards for the number of cycle parking spaces required at shops, restaurants, businesses, houses, leisure facilities, etc are set out in its Supplementary Planning Guidance Note 4 (SPG4).

5.12.2 Council guidance on the layout of the Sheffield Cycle Stands and on the use of other types of cycle parking facility will be revised and updated.

Policy 13 Cycle Parking to serve Existing Developments

The council will provide cycle parking spaces at locations in the city serving shops and leisure and tourist attractions, etc. Some of this parking will be in the form of Sheffield Stands installed on the pavement or in protected locations on the carriageway. More secure parking facilities, such as cycle lockers will also be provided primarily to cater for long-stay parking. Cycle parking will also be provided in connection with the policies in this document for School Travel Plans and Company Travel Plans.

Policy 14 Reducing Cycle Theft

The council will consider and take actions to reduce cycle theft, recognising that fear of cycle theft is a major deterrent to cycling for utility journeys.

5.14.1 The council will liaise with the Police about the extent and nature of recorded cycle theft with a view to identifying appropriate responses by the council and by the Police. Consideration will be given to such things as publicity to encourage awareness of cycle theft and measures that cyclists can take to increase security, including cycle registration schemes. Cycle parking facilities will be provided as indicated above.

Integration with Public Transport

Policy 15 The council will seek to ensure that cycling is fully integrated with public transport to facilitate cycle use as part of longer journeys.

5.15.1 Such integration includes:

- the convenient carriage of bicycles on public transport, particularly the extent to which the provision on the new trains in use might be improved to be at least comparable with that previously available on 'slam-door' stock by making internal

alterations, and also the possibility that future new trains might be constructed with good provision from the outset;

- train operators allowing bicycles to be carried on trains at all times. If the operators do not allow bicycles during some time periods, then these periods should be minimised;
- good cycle parking at railway stations;
- provision for cyclists to move readily between platforms at railway stations, that is to say to offer alternatives to the use of steps.

5.15.2 The council can only seek to achieve the above by working in partnership with transport operators and providers as it has no relevant powers to secure it directly. However the council can itself provide links in the Cycle Route Network connecting to the railway stations and the Coach Station at Pool Valley.

Accidents involving Cyclists

Policy 16 Casualty Reduction

The council's approach to casualty reduction is given in the Full Local Transport Plan (p 136-153) and the 'Road Safety Plan 1997 – 2000' and its First Review.

5.16.1 Reductions in accidents involving cyclists are important because cycling is being encouraged. Engineering measures, education and enforcement will continue to be required.

5.16.2 The possibility of this council adopting the so-called 'Road Danger Reduction' approach to road safety will be considered and, if supported, future editions of the Road Safety Plan and its Reviews will be written to reflect this.

Policy 17 Cycle Helmets

The use of cycle helmets will be encouraged.

5.17.1 In 'Tomorrow's Roads – Safer for Everyone' (p72), the government says: 'The wearing rate in Great Britain is about 18%. At this level making helmets compulsory would cause enforcement difficulties and without greater public acceptance could have an effect on levels of cycling. We will monitor wearing rates and review the option of compulsory wearing from time to time but strive to advance through persuasion.'

5.17.2 Cycle helmets are designed just to cope with relatively low speed impacts; thus other policies in this strategy relating to road safety such as high standard cycle routes, cycle training and campaigns to improve general road-user behaviour are, and will remain important.

5.17.3 Children and adults participating in cycle training courses run by the council are required to wear cycle helmets. The use of helmets will be further encouraged where possible, for example through publicity.

Cycle Training and Road-User Behaviour

Policy 18 Cycle Training for Children

The council will seek to provide on-road cycle training at all schools who wish to be participate and will encourage other schools also to become involved.

5.18.1 Such training ties in with the policy below on the Travel Strategy for Schools.

Policy 19 Cycle Training for Adults

The council will encourage, and endeavour to secure on-road cycle training for adults.

5.19.1 Such training could be in partnership with local cycling organisations; it could also arise in connection with Company Travel Plans on which there is policy later in this document. The council will take into account the Adult Cycle Training Guide issued by CTC (i.e. Cyclists' Touring Club).

Policy 20 Campaigns to improve Road-User Behaviour

The council will support, and possibly initiate publicity campaigns aimed at educating cyclists about responsible behaviour and other road users about considerate driving and the needs of cyclists and other vulnerable road users.

Policy 21 Enforcement of Traffic Law by the Police

The council will liaise with the Police to ensure that the enforcement of traffic law receives the highest possible priority.

5.21.1 Enforcement action taken against drivers who are travelling at excessive speed, driving dangerously, making illegal manoeuvres or driving while under the influence of alcohol or drugs should help cyclists. Also enforcement concerning some cyclists' non-use of lights at night and lack of regard for traffic lights and traffic signs, and irresponsible cycling on pavements should improve cyclists' safety and their public image. Consideration will be given to focussing such enforcement on areas shown by the road accident database as being particularly dangerous for cyclists.

Policy 22 Enforcement by Parking Attendants

The council is responsible for parking enforcement and will encourage cycling by giving priority to action against illegal parking on the Cycle Route Network, particularly on any such routes with cycle lanes which are being frequently blocked by parked cars. If appropriate, changes will be sought to the parking restrictions to facilitate such enforcement.

5.22.2 Cycle route provision on busy roads often takes the form of cycle lanes on the carriageway. However, if parking demand is high, the value of such lanes can be significantly reduced by illegal parking. An appropriate level of enforcement is required to minimise such problems. For example, the council is aware that parking in the cycle

lane coming into Brighton on the Lewes Road at Coombe Terrace is an issue and is taking steps to improve the situation.

Promoting Cycling

Policy 23 Travel Strategy for Schools

The Council will prepare, and consult with schools on a Travel Strategy for Schools which will encourage and facilitate cycling and walking (and public transport use where necessary) as a means to improve the safety, fitness and independent mobility of school children, and to reduce congestion and traffic danger around schools. Target 7 given in this strategy for increasing cycle training will be adopted.

5.23.1 Government departments dealing with Transport, Education and Health have recognised the problems arising from the high use of cars by parents and staff on journeys to school in their 'School Travel – Strategies and Plans' document. Cycling to school can be encouraged in School Travel Plans by promotional work and by providing cycle training, cycle parking facilities and cycle routes (i.e. 'Safer Routes to Schools Projects').

Policy 24 Company Travel Plans

The council will establish a Company Travel Plan for its employees, possibly including visitors to its premises. The Plan will seek to encourage and support other employers in starting or developing their plans. Such plans aim to promote environmentally-friendly travel choices including cycling and reduce reliance on the car.

5.24.1 'A Travel Plan Resource Pack for Employers' published by TransportEnergy is a useful guide. It refers to employers promoting cycling by providing information on cycle routes to the workplace, offering financial incentives to cyclists and establishing Bicycle User Groups (BUG's). The latter are groups of employees who have an interest and knowledge of cycling and can advise on improvements and how to encourage new cyclists. The Resource Pack also refers to cycle parking facilities, lockers, changing rooms and, probably mainly for longer distance cyclists, showers.

5.24.2 The council is in the process of developing its own Staff Travel Plan. As part of this plan, additional secure cycle parking was provided in 2002 at the Bartholomew Square offices and the existing facilities at Kings House and serving Hove Town Hall are to be upgraded. Each location has showers. As part of its Travel Plan, the council will consider paying an allowance for staff using their own bikes to attend meetings, visit clients, etc in the course of work.

Policy 25 Campaigns to Encourage Cycling

The council will encourage use of its cycle routes and parking facilities through complementary publicity including emphasis on the health, financial and environmental benefits of cycling and the need for reduced use of private cars. The council will also support events raising the profile of cycling.

5.25.1 The council is a member of the National Travelwise Association which is the lead organisation for a campaign which is aimed at raising awareness about transport problems and encouraging everyone to reduce dependence on the car. When appropriate, the council will work with local organisations such as the Primary Care Trust and community initiatives on campaigns to encourage cycling.

5.25.2 A Cycle Route Network map for the city will be issued and updated from time to time. It will include information on council contact 'phone no.s, cycle shops, etc. Specific leaflets on recreational cycling routes will continue to be available and guided cycle rides offered.

5.25.3 Events which raise the profile of cycling such as the annual London to Brighton Bike Ride, The Big H Ride (Hampton Court to Hove) and the nationwide 'BikeWeek' which includes 'Bike2Work' are welcomed. Local cycle hire centres are also useful in giving people an opportunity to cycle.

Consultation with Cycling Representatives

Policy 26 The council will meet with representatives of local cycling organisations to review policies relating to cycling and their implementation, and to obtain the representatives' views on cycle infrastructure proposals, other highway proposals affecting cyclists, preliminary versions of draft traffic regulation orders, and any issues or problems relating to existing schemes affecting cyclists.

5.26.1 Occasional meetings will be held between cycling representatives and key councillor(s) and council staff to discuss cycling matters; more frequent meetings will be held at which cycling representatives will meet with the council's Walking & Cycling Officer and other council staff.

5.26.2 Meetings can also be arranged by Project Managers concerning the specific schemes that they are progressing to obtain comments from cycling representatives and to explain the thinking behind the design choices. Such meetings are in addition to the general public consultation exercises on cycle infrastructure and other highway proposals at which cyclists generally can comment.

Monitoring

Policy 27 The council will obtain monitoring information to enable progress to be measured towards the targets given near the beginning of this document.

5.27.1 Monitoring information on cycling and other transport modes is contained in the Annual Progress Reports (APR's) on the Local Transport Plan published by the council.

Funding

<p>Policy 28 The council will seek to identify and consider bidding for all possible funding sources for cycling and establish adequate budgets to meet the Targets and deliver on the Policies above.</p>
--

5.28.1 Most funds come via the Local Transport Plan (LTP) process in which the government annually allocates a sum of money to the council for transport improvements. The Government's decision is based, in part, upon the council's bids in the 5-year LTP document. Some funds for schemes arise via planning applications for new developments or alterations. Other funds can arise from successful bids to initiatives or challenges, such as that, via Sustrans (the promoter of the National Cycling Network) to the New Opportunities Fund.

5.28.2 Rather than seek for a fixed proportion of the funds that become available to be allocated to cycling, the approach adopted is to seek sufficient funds to implement the above policies and, in particular, the above targets.

Table 1 Provisional Programme of Cycle Infrastructure Improvements

Project	Cycle Route	3 / 4	4 / 5	5 / 6	Later
A270 Lewes Rd Sustainable Transport Corridor (STC) (Including the Vogue Gyrotory)	NCN R90	#	#		
C5360/C5280 Edward St - Eastern Rd STC	Feeder to NCN R90		#	#	
A23 (Bypass to Preston Circus) STC	NCN 20	#	#		
Jubilee St Site Redevelopment (Church St to North Rd)	Ditto	#	#		
Carden Ave (A23 to Crowhurst Rd commercial estate)	Spur from NCN 20		#	#	
South Coast Cycle Route	NCN 2	#	#	#	
Seafront to Victoria Gdns	Connects NCN 2 with NCN R90		#		
St James St Transport Improvement Project	Works in Old Steine, Edward St and Marine Parade		#		
A259 Aquarium Roundabout to Shoreham STC (inc. Harbour Regeneration)	NCN 2		#		#
Hangleton to Hove	NCN R82		#	#	
Clarendon Rd Area Traffic Calming	Ditto		#	#	
Dyke Rd – Dyke Rd Ave (Old Shoreham Rd to just north of bypass)	Dyke Road corridor		#	#	
Possible Crocodile Cycle Route(Dyke Rd to Old Shoreham Rd)	Spur		#		
Upper Drive (Dyke Rd to Old Shoreham Rd)	Spur		#		
Vale Rd Area Traffic Calming	Church Rd – Western Rd corridor	#	#	#	
Clock Tower Junction (Westbound (uphill) cycle lane)	Ditto	#			
Central Hove Area – transport and environmental improvements	Ditto		#	#	
New Church Rd	Ditto			#	
Falmer Rd (Falmer to Rottingdean)	Connects NCN R90 & NCN 2			#	#
Hangleton Lane – Fox Way (Across Hangleton Link Rd)	Connects Mile Oak to Benfield Valley Route and Hangleton			#	
Main Road Crossings (e.g. toucan crossings) & Minor Improvements	Various locations	On-going programmes			
Safer Routes to School Projects					
Safety Schemes helping Cyclists					
Cycle Parking					
Cycle Route Signing					
Woodingdean Area Traffic Calming		#	#		
Hollingdean Area Traffic Calming		#	#		
Shirley Drive Corridor Traffic Calming		#	#		

APPENDIX 1 CYCLING, HEALTH AND WELL-BEING

A note from the Brighton & Hove City Primary Care Trust

Surveys have shown that only about one third of adults are active enough to benefit their health. To improve their health adults should participate in at least 30 minutes of activity of moderate intensity at least five times a week. Ideally such activity should be a routine part of daily life such as walking or cycling to work, which can be as effective as a training programme. Once regular activity increases, fitness levels quickly improve. A substantial improvement in fitness is achieved after six weeks of cycling 2-3 miles a day for 3-5 days a week.

The overall health benefits of exercise include:

- A reduction in the risk of death from heart disease;
- Reduced levels and risk of high blood pressure
- A reduction in the risk of developing diabetes;
- A reduced risk of developing cancer of the colon;
- A reduction in the risk of developing osteoporosis (thin bones);
- A reduction in obesity and better weight control;
- Improved mood and reductions in symptoms of depression and anxiety;
- An improved health-related quality of life;
- A reduction in falls among older people.

'Saving Lives: Our Healthier Nation' sets targets for reductions in deaths from heart disease, stroke, cancers, accidents and mental illness by the year 2010. Brighton & Hove City Primary Care Trust is responsible for meeting these targets. Reducing the number of deaths, and the number of people with these conditions, cannot be achieved by the health service alone. It is important that strategies aimed at prevention include other local agencies such as the Local Authority so that links can be made between the environment, lifestyle health and well-being.

Physical activity has been described as 'today's best buy' in public health. Heart disease is the single largest cause of death and the main cause of premature death. People who are inactive have approximately double the risk of dying from coronary heart disease compared with regular cyclists. Being overweight or obese is linked with several health problems including heart disease and diabetes. In England there has been a dramatic increase in the levels of obesity over the last 20 years. Nearly two thirds of men and over half of women are either overweight or obese. The prevalence of obesity in children has also increased resulting in cases of diabetes normally seen amongst overweight older adults being diagnosed amongst children.

Another important issue for the Primary Care Trust is reducing health inequalities. To ensure that the health inequalities agenda is addressed, a City Health Partnership has been established as a sub-group of the Local Strategic Partnership (LSP). The City Health Partnership is responsible for taking forward a Healthy City approach within the city. The Healthy City approach aims to co-ordinate partnership action to improve the health of the population on a City-wide basis and tackle health inequalities among vulnerable or deprived groups, communities and neighbourhoods within the City. An integral part of the approach will be local transport strategies such as those for walking and cycling.

APPENDIX 2 CYCLE ACCESS AND PARKING POLICY (TR12)

Policy TR12 in the Brighton & Hove Local Plan – second deposit draft 2001 headed as above says:

'In all proposals for new development and changes of use, applicants should provide facilities for cyclists in accordance with the parking guidance.

These include:

- safe and clearly defined access and approaches to, and circulation within, the development site; and,
- secure, convenient, well lit, well signed and wherever practical, sheltered, cycle parking close to the main entrance of premises, in accordance with the council's supplementary planning guidance, 'Parking Standards.

Cycle parking for the occupants of new dwellings must be under cover, secure and readily accessible at street level.

Cycle parking to cater for longer stay evening use must be secure, supervised and the parking area and approaches well lit.

Where the need for cycle parking cannot be met on site, the applicant should provide cycle parking stands nearby on the public highway or to contribute to improvements to the cycling infrastructure.'

The supporting text says:

'1.42 To encourage alternative means of travel which have a less harmful environmental impact than the car, facilities for cyclists must be significantly improved and additional facilities provided to attract those who do not currently cycle. To further encourage employees or students to cycle, adequate shower and changing facilities should be provided in new developments.

1.43 Cycle routes are unlikely to be used unless cycles can be left safely and securely at either end of a journey.

1.44 Secure, clearly marked and wherever possible, undercover cycle parking, should be provided as an integral part of all new development. When providing cycle parking for facilities that are open after dark, like restaurants, cinemas and theatres, it is essential that spaces and approaches to them, can be supervised and are well lit for the safety of cyclists, as well as the cycles.

1.45 Where possible the opportunity should be taken to provide cycle parking for leisure facilities, including recreation areas, children's play areas, sports pitches and public open spaces where there is little or no provision at present. The opportunity should also be taken wherever possible to improve the access to railway stations and provide secure parking at railway stations to encourage cycle / train travel for both commuting and leisure purposes.'

APPENDIX 3 REFERENCES

Summary of the Integrated Transport White Paper 'A New Deal for Transport – Better for Everyone' (Published by the Department for Transport (DfT) in 1998)

'Transport 2010 – The 10 Year Plan' (Published by the DfT in 2000)

Planning Policy Guidance Note 13 entitled 'Transport' (Published by the DfT in March 2001)

'Tomorrow's Roads – Safer for Everyone – The Government's road safety strategy and casualty reduction targets for 2010'. (Published by the DfT in March 2000)

'School Travel – Strategies and Plans – A best practice guide for local authorities' (Published by the DfT, the Department of Education & Employment and the Department of Health in 1999)

'A Travel Plan Resources Pack for Employers' (Published by TransportEnergy – Energy Savings Trust in 2003)

'National Cycling Strategy' (Published by the DfT in 1996)

'Bike Frame – A Model Cycling Policy' (Published by the Cyclists' Public Affairs Group in 1997)

Guidelines for Cycle Audit and Cycle Review (Published by The Institution of Highways & Transportation in 1998. Endorsed by the DfT)

Cycle-friendly Infrastructure – Guidelines for Planning and Design (Published by The Cyclists' Touring Club in 1996. Endorsed by the DfT)

'From Crisis to Cutting Edge - Draft Regional Transport Strategy' (Published by the South East England Regional Assembly (SEERA) in January 2003)

'East Sussex and Brighton & Hove Structure Plan 1991-2011' (Published by the council and East Sussex County Council in 2000)

Brighton & Hove Local Plan – second deposit draft 2001 (Published by the council)

Parking standards – Supplementary Planning Guidance (SPG) Note 4 (Published by the council in 2000)

'Creating the city of opportunities - A Community Strategy for Brighton & Hove' (2003 edition published by the council)

'Sustainability Strategy – Local Agenda 21 in Brighton & Hove' (Published by the council)

Full Local Transport Plan – 2001/02 – 2005/06 (Published by the council July 2000) www.brighton-hove.gov.uk

'Brighton & Hove Crime & Disorder Reduction Partnership – Safe in the City – Community Safety and Crime Reduction Strategy 2002-05' (Published by the council)

'Road Safety Plan 1997-2000' and 'First Review of the Road Safety Plan – 1997-2000. (Published by the council in 1998 and 2001 respectively)

'Milestones Statement – Public Rights of Way in Brighton & Hove – April 2000' (Published by the council)

'A Management Strategy for the Sussex Downs Area of Outstanding Natural Beauty' (Published by the Sussex Downs Conservation Board in 1996)