

## **Information about Old Shoreham Road cycle and pedestrian facilities**

### **18<sup>th</sup> June 2012**

#### **SPEED**

Though Andrews Marr's text records 'the first fatal accident involving a pedestrian and a car' as having happened in the 'Lower Shoreham Road in Hove, Sussex', the car travelling at '8 m.p.h.' now appears incorrect, the average speed recorded between Dyke Road and The Drive along OSR before the new facilities were installed was **45m.p.h** on a 30 m.p.h road.

#### **MEASUREMENTS**

The vehicle running lanes at OSR have been kept at a maximum of 3.1metres. If cycle facilities on the section of OSR between The Upper Drive and The Drive had taken up the full remaining width of the road the cycle path would have been as much as 3.25 metres wide! The **widest** section of designated cycle lane is **2.6 metres**, the **narrowest 1.5 metres**.

#### **FEATURES:**

- **Toucans and pre-greens (called 'cycle priority signals' in London)**

It is at junctions where the majority of turning manoeuvres area being made by motorised transport and cycle users. Controlled junctions in particular can also be a potential point of conflict as a result of such turning manoeuvres. 'Toucans and pre-green' facilities at traffic light controlled junctions provide cycle users with two enhanced options for moving through the junction area. A toucan allows cycle users to cross with pedestrians. The pre-greens will give cycle users a 5 second head-start from all traffic being stopped. This enables cycles to manoeuvre before other motorised users make their turning manoeuvres.

- **'Expeditious movement' of all 'traffic'**

Traditional assessments of junction capacity have been undertaken and the principal focus at the two junctions in the scheme has been to assist differing levels of cycle user confidence, pedestrian desire lines, vehicle turning movements and future-proof building on the cycle route network. The cycle lane facilities are continuous to the junctions where toucans, pre-greens or opportunity to merge are available. Where The Upper Drive meets with Old Shoreham Road the third turning lane to the north and south has been reallocated to provide a cycle facility with potential to be extended. At the junction of The Drive/Old Shoreham Road and previous vehicle access has been relocated and is now solely for the use of pedestrians and cycles.

- **Raised zebra crossing**

A number of young people going to school, residents and parents cross OSR between Chanctonbury Road and Crocodile Walk. The zebra will be 10m

wide and will be raised up to the same level as the footway. This is to give all users a clear sense that pedestrians will be moving through this area, slow down all wheeled transport (motorised and non-motorised) and give increased encouragement and safety to users on foot.

- **Raised junctions at side-roads**

All side roads which join the section of OSR where the cycle and pedestrian facilities have been put in have raised areas across the mouth of the junction. These serve to slow vehicles entering and exiting the side roads and as such calm traffic near the cycle facilities and further prioritise the places where pedestrians are crossing. The raised areas also make OSR much more accessible for non-motorised users and pedestrians in particular by providing an at-level surface over which to cross. This is good for people pushing buggies, wheelchair users and young people on scooters.

- **A smooth/wide surface on both sides of the road:**

For the most part the cycle lanes are an average of 2m wide on both sides of the road giving sufficient room to cycle with children while allowing others to pass safely within the cycle facility. The cycle lane surface has been machine laid to give a smooth, even surface for cycles. The cycle facility has a 50mm kerb upstand from the road to the cycleway and the cycleway to the pavement. This is similar to facilities seen in cycling cities such as Copenhagen. The kerb edge in Copenhagen gives cycle users a good perception of safety. This design also means that winter gritting salt stands a better chance of including the cycle facility. At side roads cycle users have priority alongside other traffic moving along the main road. If a cycle user is moving from a side road to join the cycle facility on the opposite side of the road there is a dropped area where cyclists can join the facility. These have been lined up to put cycle users in an assertive road position from the side road, encouraging Bikeability cycle training best practice for road positioning.

- **Shared use areas**

There are shared use areas for pedestrians and cycles at the bus stops, railway bridge and raised zebra crossing & cycle cut through at Chanctonbury Road and soon to follow, Caburn Road. These areas continue to support people to cycle without being in motor traffic while giving pedestrians priority. The shared areas are indicated through the use of advisory symbols and the removal of kerb edge segregation between the footway and the cycleway.

- **No centre line:**

Between The Upper Drive and Dyke Road no centre line has been placed in the carriageway. This feature or rather the omission of such lining has been used in other locations in the UK to help reduce speed. On OSR we will be observing the impact of the centre line removal.

- **Monitoring OSR cycle users:**

There are a number of locations across Brighton & Hove where cycle users are automatically detected. This enables the city council to understand the trends of cycling in the city and whether or not the work we are doing is

having a positive impact on the levels of cycling in the city overall. At OSR the first two GSM enabled cycle counters are being installed. These use the same loop detector technology to record cyclists and then transfer the data through mobile phone technology directly to a web hosting the information.

- **Promoting Old Shoreham Road:**

Once the scheme has been in operation for a minimum of 6 months post-monitoring data will be collected. This will include speed data, numbers of cycles, pedestrians and vehicles and interviews with users.

In the run up to today's launch the following promotional activities have already taken place:

- Graffiti workshops with pupils at Cardinal Newman school to temporarily stencil information about the new facilities on the ground.
- Cycling fun 'open day' on BHASVIC fields (16<sup>th</sup> June) with guided ride, Doctor Bike etc (needs more detail)
- Road Safety video work (pls ask Matt Thompson & Keith Fowler)
- Cycle parking extended at BHASVIC and Hove Park school

and in the coming year the following promotional work is planned:

- Posters and flyers for young people and their parents distributed to schools adjacent to the route and beyond to help everyone get the most out of the new facilities
- Cycle training project 'Ride to School' on the new facilities offered to local schools and groups
- Targeted Police and parking enforcement to ensure all users are able to get the most out of the new facilities responsibly.