

## Executive Summary

This study has considered the implications of providing an Academy alongside the proposed Brighton & Hove Community Stadium parking area at the existing Falmer High School. Although the planning application for the Community Stadium together with its associated improvements have not been determined at the time of preparing this study, it has been considered imperative to include the future operations with these proposed changes.

In addition to providing an Academy this study also considered further development of the site on land surplus to requirements. Recently Section 77 consent was granted for the disposal of land associated with the existing Falmer High School. The land identified as the Potential Further Development Land has been considered for a range of uses with low, medium and high trip generating attributes.

Traffic management of associated community stadium trips together with the Academy including for pedestrians and cyclists are shown to operate with simple control management techniques like the use of marshalling streams of traffic or by segregating streams of traffic. All solutions consider the peak times of operation and the interaction between them.

The most efficient traffic management solution avoids conflict between the Academy and event traffic. This is shown to be achieved by using the existing Lucraft Road access for Academy and further development land during event times, however, an access control mechanism would be required to prevent supporter traffic from entering the area via Lucraft Road.

Traffic impact on the surrounding highway network has been found to be slight for the proposed Academy as the trip generations together with the time of trip making are similar to those of the existing land uses of Falmer High School and other associated buildings.

In reviewing the trip making from the existing site and the proposed developments the report finds that the existing railway arch is substandard and restrictive for any increase in demand whether these are vehicular or non-vehicular modes. The existing access via Lucraft Road could continue to accommodate traffic to a similar level as to that associated with the current school and associated buildings but due to

the number of private residential accesses, on-street parking and pedestrian activity it is not recommended that traffic levels on this route are significantly changed from the current use.

As demand increases for non vehicular modes such as walking and cycling the restricted access via the existing railway tunnel becomes an increasing issue. With the bus stop on the A270 at the end of the tunnel access road demand for pedestrian access could increase as sustainable transport systems come forward.

This study considers the structural aspects of accommodating a two-way access arrangement beneath the Southerham Junction to the Lewes to Brighton Railway Line. Two options are identified; Option 1 to provide an additional arch alongside the existing arch and Option 2 to replace the existing structure with a new box-shaped structure. Consideration to programme and cost of implementation were also considered. Both options can facilitate pedestrian movements although Option 2 provides the best all-round solution.

The report finds that although it could be feasible to develop the Academy without improvement to the tunnel there are significant benefits with respect to vehicular, pedestrian and cycle safety and sustainability in doing so. The further development of land on the site increases the pressure to provide a tunnel capable of accommodating two-way traffic and pedestrian movements.