



**Brighton & Hove
City Council**

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY COMMITTEE
ADDENDUM**

4.00PM, TUESDAY, 8 OCTOBER 2013

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

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8 October 2013

WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed for questions submitted by a member of the public who either lives or works in the area of the authority at each ordinary meeting of the Council.

Every question shall be put and answered without discussion, but the person to whom a question has been put may decline to answer. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion.

The following written question has been received from members of the public.

(a) Sian Attwood

“I regularly walk my children to school and I have noticed a much increased traffic flow along Carlton Hill in recent months since the Amex building was erected. My concern is that the proposed changes outlined for Edward Street/Eastern Road will force more traffic along smaller back routes including Carlton Hill and Sussex Street.

Please can you let me know if there are any plans for traffic speed calming on the roads surrounding Carlton Hill Primary school and Tarnerland day nursery).

Also, if you propose to put a crossing in place to help the many families of small children who use these roads to get to school”

Campaign to save our grass verges

1 October 2013

Mr J Peel
Democratic Services Officer
Brighton & Hove City Council

Dear John

BRIGHTON & HOVE (VARIOUS ROADS) (PROHIBITION OF STOPPING AND WAITING ON VERGES AND FOOTWAYS) ORDER 20 (TRO-15-2013)**

I should be grateful if this request could be included with the agenda for the Environment, Transport & Sustainability Committee's meeting on 8 October 2013.

We regret that, on the basis of the consultant's advice, it has been recommended that Varndean Road be deleted from the proposed Surrenden area pilot scheme.

We seek inclusion of Varndean Road (together with the other areas given in the officer's report) and list below the grounds for our request:

1. your consultant's report appears flawed in stating that the road would be effectively single track for 250m (we estimate the distance at c.93m - ie the road length outside Grosvenor Court). They've ignored the fact drivers are able to (and do in fact) give way at many places along the entire length of Varndean Rd.
2. We've observed drivers being quite sensible in terms of speed and being willing to pull in to let approaching vehicles pass (using numerous driveway crossovers and road junctions).
3. the proposal is for a *pilot* scheme which is subject to review; the council will learn more from the pilot if Varndean Rd is included. We don't believe the risk of collision is high because visibility along the road is good and speeds are moderated commensurate with conditions.
4. By including Varndean Road the pilot scheme might find some vehicles are non-resident and find alternatives. The consultants alluded to possible commuter use.
5. Precedents exist for longer distances of single width traffic, and this is not a busy road.
6. Our public verges here make such a positive contribution to the character and appearance of this area that they should be regarded as 'out of bounds' for vehicular use.
7. Provided the road surface outside Grosvenor Court is utilised the displacement should be limited to, perhaps, a handful of vehicles – the officer has stated "up to 20 vehicles use the verges" here; the road surface here of about 93metres suggests capacity for about 15 cars.

Yours faithfully

N E White
Committee member
Preston & Patcham Society

Subject:	Better Bus Areas – Edward St and Eastern Road – TRO Objections		
Date of Meeting:	8th October 2013		
Report of:	Executive Director of Environment, Development & Housing		
Contact Officer:	Name:	Emma Sheridan	Tel: 29- 3862
	Email:	Emma.sheridan@brighton-hove.gov.uk	
Ward(s) affected:	Queens Park		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that additional time was needed to assess, investigate and respond to the objections received to ensure that a full report could be provided.

1. SUMMARY AND POLICY CONTEXT:

1.1 The purpose of this report is to address comments and objections to the draft Traffic Regulation Orders (TRO) which were advertised following approval of the scheme proposals at the Environment, Transport and Sustainability Committee of 9th July 2013. The traffic orders outline the proposed introduction of :

1. An eastbound cycle lane from the junction of Edward Street and Pavillion Parade to the junction of Edward Street and Upper Rock Gardens
2. An eastbound bus lane (bus, cycle and taxis permitted) from the junction of Eastern Road with Upper Rock Gardens to the junction of Eastern road with Freshfield Road
3. A westbound bus lane (bus, cycle and taxis permitted) from the junction of Eastern Road with Freshfield Road to the junction of Edward St with Pavillion Parade
4. Associated changes to waiting and loading restrictions.

2. RECOMMENDATIONS:

2.1 That, having taken account of all duly made representations and objections, the Environment, Transport and Sustainability Committee approves as advertised the following orders:

- **TRO-17a-2013** Brighton & Hove (Edward Street & Eastern Road) (Bus Lane) Order 201*

- **TRO-17b-2013** Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*

With the following amendments:

The addition of an exemption to allow loading and unloading in the bus and cycle lanes at times other than 7am-10am and 4pm-7pm for the reasons set out in paragraphs 4.8 - 4.10.

- 2.2 That any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order once construction of the scheme is complete.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In March 2012 Brighton and Hove successfully secured £3.48 million transport funding from the Department for Transport for the Better Bus Area (BBA) Project "Better Buses for a Growing City." With local resources contributed by Brighton & Hove City Council and our bid partners Brighton and Hove Bus Company, a total fund of £5.82m was achieved.
- 3.2 The area covered by the project focuses on unlocking bus market growth to the north and east of the city centre, both areas having been identified as areas for economic growth. It is anticipated that the package of measures being implemented will support the key development sites in the project area, address the capacity issues that exist on the two strategic corridors and remove significant bottlenecks in the network through the introduction of bus priority measures.
- 3.3 In addition to securing improvements in terms of journey times for bus passengers, the infrastructure works proposed will also improve the environment for pedestrians and cyclists.
- 3.4 Public consultation was undertaken on the scheme proposals between 15th May and 25th June 2013. This included sending out 9004 surveys to residential addresses in the area and 784 surveys being sent out to commercial/business addresses in the area. The survey was also available on-line via the Council's website consultation portal and was covered by the local Argus newspaper. Officers attended 4 local residents group meetings and 2 public exhibitions were held in the area.
- 3.5 1151 responses were received in total, with 297 of these (25.8%) received online through the council's consultation portal and 854 (74.2%) as paper survey forms returned by mail or collected at public exhibitions/residents meetings. A significant majority of respondents were local residents (73%), while 23% stated that they travelled through the area and a further 19% indicated they worked or owned a business in the area.
- 3.6 When asked whether they supported the proposals to give priority to bus users, pedestrians and cyclists as shown in the consultation leaflet, 62.5% (701) respondents supported the proposed changes. The most frequent specific

reasons provided for supporting the proposals were:

- Support for the pedestrian and cycling improvements
- Belief that the proposals would improve safety
- Support for improvements to the public realm

3.7 Of the 37.5% (420) of respondents who did not support the proposals the main reasons stated were:

- That the scheme was a waste of money or the money should be spent elsewhere
- That Edward Street should be left as it is
- That the scheme would increase congestion and pollution
- That the scheme is anti-car
- That they did not support bus priority/bus lanes

3.8 Given the high level of support for the proposals amongst respondents, the recommendation on 2013 in the report to the Environment, Transport and Sustainability Committee Meeting was to proceed with advertising of the TRO for the Edward Street and Eastern Road Bus & Cycle lane element of the scheme.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

4.1 The draft Traffic Regulation Orders (TROs) were advertised on 21st August 2013 with the closing date for comments and objections on 10th September 2013.

4.2 Notices were put on street for 21st August 2013 which outlined the proposal. The notice was also published in The Argus newspaper. Detailed plans and the TROs were available to view at the City Direct Offices at Bartholomew House and Hove Town Hall. A plan detailing the proposals is shown at Appendix A.

4.3 Business and commercial properties along the length of Edward Street and Eastern Road were directly mailed with hard copies of the Orders and all relevant notices.

4.4 The notices were sent to all statutory consultees such as the Emergency services.

4.5 The notices were also available to view and to respond to directly on the Council website.

4.6 In total, 4 items of correspondence were received in response to the TROs. The comments / objections submitted are provided in Appendix B.

4.7 1 item of correspondence, from Brighton and Hove Bus Company, was received in support of the proposals, while the remaining 3 items of correspondence were objections to the proposals. It should be noted that the balance of support or objection to a TRO is not a measure of the overall level of support or opposition towards a scheme. The extensive public consultation conducted previously provided this opportunity and as noted, the results suggested a strong level of support for the scheme. This strong level of support has been accepted by the Environment, Transport and Sustainability Committee at its previous meeting on 9th July 2012, where cross-party support was given to proceed to the next stage of the process, namely advertising of the TRO.

- 4.8 The correspondence that stated an objection to the TRO has been reviewed in order to understand the various reasons behind the objections. Each objection is listed below with officers response to it provided.
- 4.9 2 objections were received from businesses on Edward Street objecting to the loading restrictions. 1 objection relates specifically to a lack of loading facilities from Upper Rock Gardens to Chapel Street and 1 objection relates specifically to the lack of loading facilities by 163 Edward Street and the impact the scheme will have on local trade.
- 4.10 It is acknowledged that some loading capacity would be of benefit in this area to accomodate exisiting need. Officers will therefore revise the scheme accordingly to incorporate a loading facility in this area outside of peak hours. As such the proposals will be amended to allow loading and unloading to take place outside the hours of 7am-10am and 4pm-7pm.
- 4.11 1 of the objections referred to in paragraph 4.8 also raised concerns about the safety of the scheme due to the number of side roads along Edward Street.
- 4.12 The scheme is subject to independent Road Safety Audit at 2 stages in the design process and again following construction. Any recommendations arising from this process will be incorporated into the final designs.
- 4.13 The third objection to the TROs (from an address outside the area) outlined a significant number of different objections to the scheme proposals. The different reasons presented are outlined below together with officers' responses to each concern raised:
- 4.14 The respondent makes general objection to the loss of loading space, however, no specific requests for provision made at any specific locations.
- 4.15 All commercial properties on Edward Street were contacted by direct mail with the details of the proposals and invited to respond regarding any specific objections to the loading restrictions. This enabled officers to determine the exact locations that would be affected by the proposed loading restrictions. 2 responses where received and officers response to those and this general objection are provided in paragraphs 4.10.
- 4.16 The respondent objects to the scheme on principle in that it reduces road space for general traffic, with the belief it will cause congestion and rat running on Carlton Hill and St James Street and that that the scheme will lead to bus delays on Eastern Road and will provide little benefit for buses.
- 4.17 In order to ensure the impacts of the scheme are well understood, the citywide transport model has been utilised to predict the impact on general traffic both on Edward Street itself and the surrounding road network. The results suggest that the reduction in the capacity on Edward Street, to allow for the Bus & Cycle lanes, can be accommodated without an adverse operational impact for general traffic both on the corridor and in the wider area. The modelling suggests that there would be some displacement of traffic onto parallel routes, however, as the traffic disperses over a number of different routes, the impact will be diluted and

that the junctions receiving diverted Edward Street flows would still operate within capacity.

- 4.18 The transport model indicates that the scheme will have significant benefits for bus journey times and the scheme is supported by the Brighton and Hove Bus and Coach company primarily as result of the improvements that it will bring to bus journey times and reliability.
- 4.19 The respondent objects on the basis of opposition to the scheme from local residents in Carlton Hill and St James (the respondent is not a resident in either of these areas) and that the provision of a cycle lane is unneeded and unwanted.
- 4.20 Whilst the results of the public consultation demonstrated a significant level of support for the proposals, it also highlighted the fact that some people are strongly opposed to the scheme and the principles that underlie it. However, the majority of respondents are in favour of the proposals, with the provision of improved cycle facilities one of the main reasons given for supporting the scheme. This provides a full mandate to continue with implementation of the scheme as originally proposed. The issues raised by representatives of the Carlton Hill and St James Street communities were fully considered in the report to this Committee on 9th July 2013.
- 4.21 The respondent objects on the basis of a belief that the scheme will exacerbate existing traffic issues as two lanes narrow to one at the Freshfield Road junction with Eastern Road.
- 4.22 Traffic modelling has not shown this is not likely to be a problem. The current congestion experienced by eastbound traffic on Eastern Road at the junction with Freshfield Road can be attributed in many ways to the current merging of two lanes to one as Eastern Road crosses this junction. The move to a single lane of carriageway for general traffic for the length of the road will serve to remove this bottleneck and rather than cause problems should improve eastbound flows through this junction.
- 4.23 The respondent objects on the grounds that the scheme is in violation of DoT (sic) guidance which "strictly prohibits schemes which are designed with the intention to just negatively impact on general traffic"
- 4.24 The scheme has been funded directly by the Department for Transport (DfT), in line with the guidance and bidding process set out by the Department. The intention of the scheme is to improve bus services along this corridor and to provide an improved environment for pedestrians and cyclists.
- 4.25 The respondent objects due to the lack of economic impact assessment for the scheme.
- 4.26 It is only necessary to undertake a full economic assessment when applying for Department for Transport (DfT) Major Scheme funding, which is not the case in this scenario. The economic benefits of the scheme were included within bid to the Department for Transport for this scheme and have been assessed by the Department as part of the bidding process. In addition in requesting the transference of capital funding within scheme elements of the Better Bus Areas

programme to accommodate the additional spend on this scheme, Department for Transport officers have reviewed the scheme to date and approved the additional spend.

- 4.27 The respondent objects to the permanence and expense of the scheme and its introduction prior to a long term trial to prove the effectiveness of the measures.

Conclusions

- 4.28 The recommendation is that the scheme should be progressed due to the reasons outlined within the relevant background and consultation responses. Amendments to the scheme have been made to take into account the objections received.
- 4.29 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs associated with the consultation on and any subsequent implementation of the measures outlined in this report will be largely met from the Better Bus Areas Fund which is external funding provided from the Department for Transport. Some local match funding was required and has been agreed as part of Local Transport Plan (LTP) budget for 2013-14.
- 5.2 Over the remaining year of the project, to the end of the 2013/14 financial year, there is £1,020k of capital funding (£770k from BBA funding and £250k from LTP) and £200k in revenue funding (all BBA funding) identified specifically for these works. This represents an increase of £250k in BBA capital funding from that reported to the Committee in July 2013 and follows approval given by DfT to transfer funds across scheme elements within the BBA allocation. The increase in costs for the scheme is in response to the results of the public consultation which gave a high priority to the urban realm improvements and road surfacing aspects of the scheme.
- 5.3 If the works do not go ahead the BBA funding would need to be returned to the DfT.

Finance Officer Consulted: Name Jeff Coates Date: 02/10/2013

Legal Implications:

- 5.4 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.
- 5.5 The Council may hold a public inquiry before making any Order, and must usually do so where there are unresolved objections to orders that would have the effect of prohibiting loading outside of the hours of 7 am to 10 am and 4 pm

to 7pm. As the scheme as amended will only prohibit loading in the bus and cycle lanes at peak times an inquiry is not necessary in this case.

- 5.6 The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters. When considering whether to designate parking places, the Council must consider both the interests of traffic and the interests of owners and occupiers of adjoining property.
- 5.7 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.
- 5.8 The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which means they may be restricted where this is for a legitimate aim, necessary and proportionate.

Lawyer Consulted:

Carl Hearsum

Date: 02/10/13

Equalities Implications:

- 5.9 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society. The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities which will enable children, young people and adults to make more and better use of their local streets.

Sustainability Implications:

- 5.10 The measures outlined in this report will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking, cycling, and bus use. It is predicted that significant reductions in travel by private car would result from implementation of the schemes, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified. The scheme will seek to enhance health by encouraging active travel amongst local people and reducing the causes of air pollution along the corridor, namely excessive levels of motorised traffic.

Crime & Disorder Implications:

- 5.11 There are no Crime & Disorder implications arising directly as a result of this

report

Risk and Opportunity Management Implications:

- 5.12 If approval not given at this meeting for consultation it is unlikely that the allocated budget for this scheme will be spent within the current financial year and the funding received from the Department for Transport for this programme will have to be returned. This in turn could have potentially negative impacts for future funding bids to the Department.

There is a risk that the outcome of the amendment to the loading restrictions in Traffic Regulation Orders could restrict the realisation of the full benefits of the scheme in terms of bus journey time savings. Officers will monitor this following implementation.

Public Health Implications:

- 5.13 Increasing the number of pedestrians and cyclists and encouraging greater use of public transport will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle could also lead to an improvement in air quality which in turn will improve public health.

Corporate / Citywide Implications:

- 5.14 Edward Street/Eastern Road is a key route into the City and therefore the citywide transport model has been utilised to fully understand and address any potential impacts on strategic traffic flow. The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Councils and partners wider objectives, including those set out in the Corporate Plan and the Sustainable Community Strategy.
- 5.15 Edward Street/Eastern Road is proposed as a construction traffic route (eastbound) for traffic serving the development of Royal Sussex County Hospital. Officers have considered the implications of the scheme on traffic flows during this period and consider that they will be negligible in terms of traffic congestion. The scheme proposals will ensure that during the hospital redevelopment bus routes are kept free flowing and that cyclists have increased protection from construction traffic using this route.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only other option at this stage would be to discontinue the scheme and return the funds to Department for Transport. This is not considered to be a practical option and would be contrary to the wishes of the majority of the respondents to the public consultation.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval to proceed to implementation of the Edward Street and Eastern Road Better Bus Areas Scheme after taking into consideration of the duly made

representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Edward Street/Eastern Road Scheme Plan
2. Appendix B - List of Objections / Comments

Documents in Members' Rooms

None

Background Documents

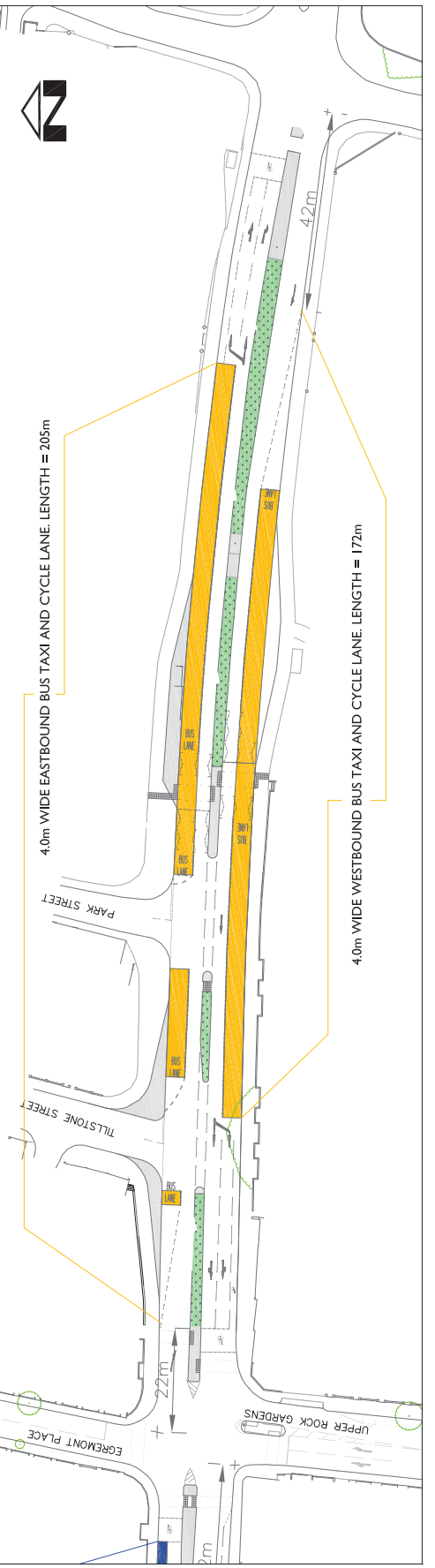
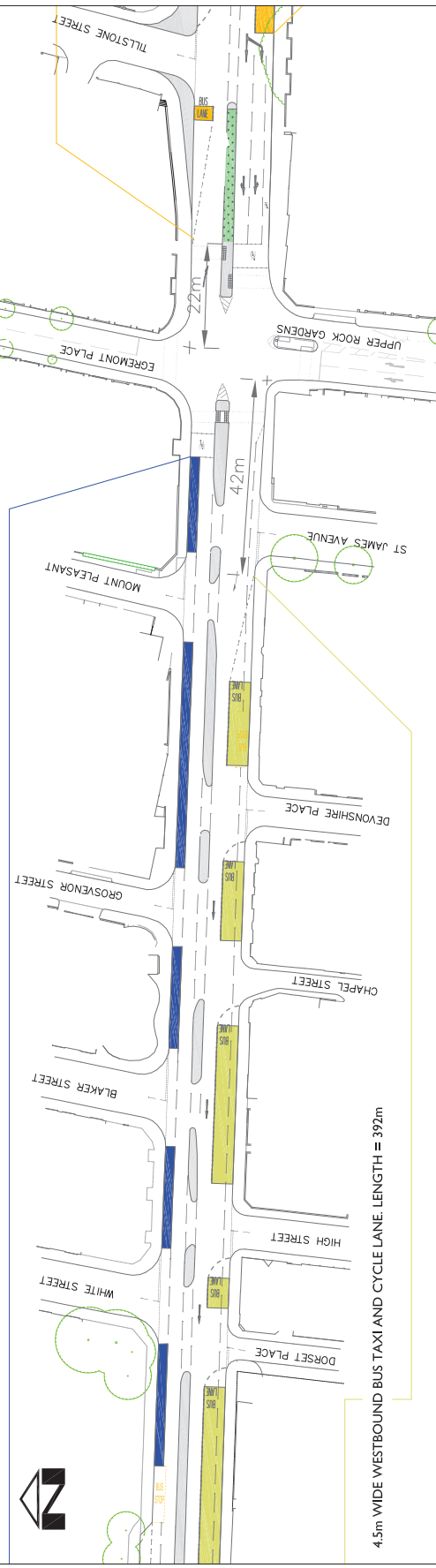
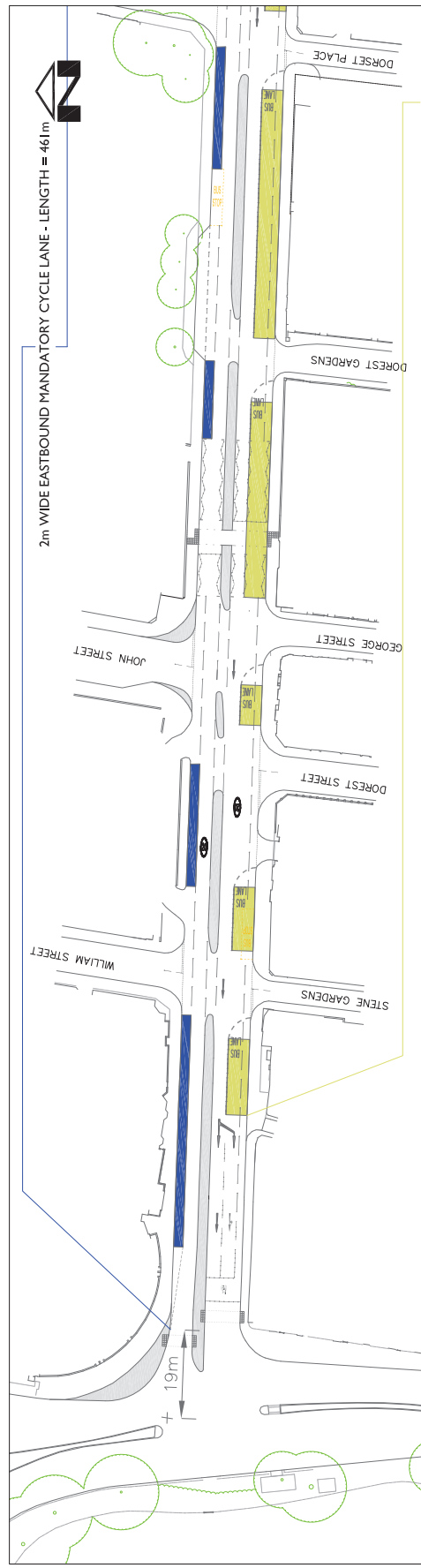
1. BHCC Better Bus Areas Bid
2. Agenda item 76 BHCC Transport Committee: 30th April 2013 – Better Bus Areas Report
2. Agenda item 16 BHCC Environment, Transport and Sustainability Committee: 9th July 2013 - Better Bus Areas – Results of public consultation on Edward Street transport proposals.

	Rev	Revision details	Signed	Date	
	Drawn:	P. OSBORNE		July 2013	
	Checked:				
	Approved:				
	File/Asset ref:	S1			

 Brighton & Hove City Council	BETTER BUS AREA TRAFFIC REGULATION ORDERS
Project Name	Drawing Title

Drawing No TR01	Scale 1/500 @ A1
	Rev

KEY <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  2m WIDE MANDATORY CYCLE LANE </div> <div style="text-align: center;">  4.5m WIDE BUS, TAXI AND CYCLE LANE </div> <div style="text-align: center;">  4.0m WIDE BUS, TAXI AND CYCLE LANE </div> </div>	
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Appendix 2

Better Bus Areas: Edward Street/ Eastern Road Submissions made in support and in opposition to the advertisement of Traffic Regulation Orders:

- **TRO-17a-2013** Brighton & Hove (Edward Street & Eastern Road) (Bus Lane) Order 201*
- **TRO-17b-2013** Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*

Submissions have been provided exactly as they were submitted

Submission 1:

In support of the Orders

From Brighton and Hove Bus Company

The provision of a bus lane in Edward Street will support sustainable travel in the city and benefit bus passengers in many parts of the city as it is used by buses from several different areas. This road can become quite congested at times, often by cars queuing to travel north (towards the A23 and car parks) whereas the buses are travelling south (to the Old Steine). By reducing journey times bus travel becomes more attractive and therefore encourages people to use the bus rather than driving their car into the city centre. For these reasons I strongly support the provision of the bus lane.

Submission 2:

Objection to the Orders

Dear Sir/madam,

I am the owner of 163 Edward street ,I run my Buisness at this address . I am strongly opposed to the introduction of a bus ,cycle and taxi lane in Edward street . Buisness has already been adversely affected by high parking meter charges . Introducing a bus lane will hamper trade in this area people will not be able to access our shop easily and will find it even more difficult to park in this area.

We have deliveries every day, suppliers will find it hard to park. The council should think about traders and the effect on the towns economy. At the moment buses go down Edward street without a problem I see no reason for change.

Submission 3:**Objection to the Orders**

From a business owner and resident on Edward Street

No unloading area designated by commercial properties from Upper Rock Gardens to Chapel Street and I am also concerned about the disjointed bus lane in Edward Street, which I think it looks dangerous

Submission 4:**Objection to the Orders**

I object to the reduction in road space for general traffic and introduction of cycle and bus lanes on Edward Street and Eastern Road as proposed in TRO 17a-2013 & TRO-17b-2013. I object to the implementation of the scheme with permanent and expensive changes to the highway and central reservation before a long term trial has been carried out to prove the effectiveness or ineffectiveness of the measures. I object to the introduction of an unneeded and unwanted eastbound cycle lane on such a steep hill as Edward Street, which will be largely unused by cyclists who will prefer to take flatter routes. The scheme will cause unnecessary traffic congestion and divert traffic to unsuitable alternative routes such as Carlton Hill and St. James' Street. Local residents of the Carlton Hill area are very strongly opposed to the scheme, and their view are being disregarded. There will be a loss space for loading of vehicles, and no room to overtake vehicles which can only crawl up the hill. No room is allowed in the proposals for queuing right turning vehicles to be passed, even at the Upper Rock Gardens Junction. Currently there is no problem for the occasional cyclist who climbs the hill, since the 2 lane layout allows them plenty of room and allows safe overtaking. Given the that the proposal has no benefits it seems to be intended as a negative measure to impede general traffic, which is strictly against DOT guidance. I object to the removal of a lane for westbound traffic and introduction of sections of bus lane on Edward Street and Eastern Road. The measures will cause unnecessary delay and congestion to general traffic (which will ultimately back up to delay buses on Eastern Road), while providing little benefit to buses, which are mostly held up by stopping at bus stops and junctions and in particular congested traffic around the corner on Pavilion Parade. There seem to be no facilities allowed for loading of vehicles, which is unacceptable, considering the number of commercial premises on the street. There is no allowance for passing queuing right turning vehicles, which will already be delayed by the higher density of congested traffic squeezed into the single lane on the eastbound carriageway (as is now experienced on Lewes Road). The scheme seems to be designed to give some notional (but minimal) advantage to a privately owned transport company, at the massive expense to the taxpayer and to general traffic. DoT guidance strictly prohibits schemes which are designed with the intention to just negatively impact on general traffic. I object to the sections of bus lane on Eastern Road (both directions) and in particular the insidious building out of the bus stop lay bys into the road. The short sections of bus lane will provide little or no benefit for the buses compared to the current layout, but will impact negatively on the free flow of general traffic. The building out of the bus stops will actually cause delays to buses (as

demonstrated on Lewes Road) which will find themselves unable to overtake each other when the outside lane is congested. Anything which causes increased congestion on the Westbound section of Eastern Road has to potential to cause massively negative effects for all traffic in both directions East of Freshfield Road, with the added effect of diverting traffic onto less suitable routes such as St. Georges Road. I object to this scheme being forced through with no regard for the effect it will have on the ordinary road user, and the waste of tax payers money. No economic impact assessment has been produced showing that the scheme is in the public interest. No contingency plan or budget seems to have been allowed for in the event that the effects of the scheme are as negative as most road users believe it will be. The scheme furthers the viewpoint that the current council administration is 'anti-car' and not fit to manage the transport infrastructure of the city.

Subject:	Dyke Road – cycle and pedestrian facilities		
Date of Meeting:	8th October 2013		
Report of:	Executive Director of Environment, Development & Housing		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
	Email:	abby.hone@brighton-hove.gov.uk	
Ward(s) affected:	Hove Park, Preston Park and Withdean		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that the report was awaiting the finalisation of the details of the drawings outlining the proposals in the appendix.

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report requests permission to begin consultation with residents and businesses in the direct vicinity of Dyke Road between Old Shoreham Road and the junction of The Upper Drive/Highcroft Villas is being sought. The purpose is to consult with residents and other relevant stakeholders regarding proposals to introduce walking & cycling facilities at Dyke Road between Old Shoreham Road and The Upper Drive where the conditions, for cycling in particular, are poor but where demand on the transport network is due to increase significantly as a result of expanding educational establishments in the vicinity.

2. RECOMMENDATIONS:

- 2.1 That the committee grant permission to consult informally with residents, businesses and stakeholders regarding the proposals for Dyke Road.
- 2.2 That results of the informal consultation are brought back to Environment and Sustainability Committee for consideration on 26th November 2013

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENT

- 3.1 Between Highcroft Villas/The Upper Drive junction and Old Shoreham Road there is currently no support for cycle users, particularly for young people considering access to their school in the areas by bicycle. BHASVIC directly fronts onto both Old Shoreham Road and Dyke Road. Windlesham School directly fronts onto Dyke Road. A number of parents and young people heading to Stanford Infants and Junior schools cross Dyke Road from the south to get to these schools. There are two schools directly fronting The Upper Drive, just off of Dyke Road – Cardinal Newman, where planning permission to increase sixth form facilities has just been granted, and Cottesmore school. Brighton & Hove High School is adjacent to Cottesmore. More recently there has been publicity relating to consideration of the Territorial Army building, directly fronting Dyke Road, for use as a secondary school. The educational establishments in the vicinity of Dyke Road put substantial pressure on Dyke Road for access to schools and undoubtedly contribute to the high vehicle volume along this route.
- 3.2 Recent improvements have been made in the vicinity of Dyke Road to improve conditions for active travel. They include pedestrian and cycle facilities at Old Shoreham Road and Seven Dials and the introduction of 20mph limits in most residential streets in the area. The proposals to create a supportive, safe and encouraging environment for active, sustainable travel along this section of Dyke Road are key to addressing pressure on the transport network and helping young people in particular to access their schools actively and sustainably.
- 3.3 While consideration has been given to enforcing cycle facilities north of Highcroft Villas/The Upper Drive, concerns related to displacement of vehicles into adjacent residential areas may override the existing enforcement issues on Dyke Road at present. The result of a Controlled Parking Zone extension to Area A will be known at 26th November Committee which will assist informing the next steps for cycle facilities north of Highcroft Villas/The Upper Drive.
- 3.4 The proposed improvements include dedicated cycle facilities, pedestrian crossing enhancements and decluttering. Further detail of the proposed improvements can be found in the Appendix of this report.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Internal consultation with colleagues in parking, school travel, road safety and public transport are ongoing. Further discussions regarding potential revenue implications of any significant changes to parking arrangements are in progress pending the outcome of informal consultation.
- 4.2 Ward councillors in Withdean and Hove Park have been involved in discussions and correspondence over the last 2 years regarding highway enforcement north of Highcroft Villas.
- 4.3 Ward councillors in Preston Park and Hove Park are generally supportive of proposals to introduce facilities which support people to travel actively, safely and independently.
- 4.5 A representative of Friends of Dyke Road Park and secretary to the Prestonville Community Association (PCA) has met with officers to walk through Dyke Road and consider options which have helped to inform the design approach between

Old Shoreham Road and Highcroft Villas. Both Friends of Dyke Road Park and PCA are considered key consultees alongside BHASVIC, The Dyke Road Mosque and Muslim Community Centre, Windlesham, Stanford infants and junior schools, petrol station, small businesses and The Dyke Pub and Kitchen.

- 4.6 The old Territorial Army site is currently being considered for development of a secondary school giving greater impetus to creating high-spec sustainable transport facilities for potential future demands on the transport network in this area.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 In 2013/14 £100K budget is available from Local Transport Plan for improvements to cycle facilities at Dyke Road and a further £50K has been indicated from the LTP in 2014/15. Recent S.106 contributions to transport infrastructure in the area have been requested pending planning permission to extend BHASVIC sixth form college. The development proposed will bring another 319 students to the college and as such a contribution of £95.7K towards active/sustainable transport improvements at Dyke Road has been requested.

Finance Officer Consulted: Steve Bedford Date: 13/09/13

Legal Implications:

- 5.2 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

Lawyer Consulted: Carl Hearsom Date: dd/mm/yy

Equalities Implications:

- 5.3 An equalities impact assessment will be carried out to inform the informal consultation process.

Sustainability Implications:

- 5.4 The measures outlined in this report will promote and encourage greater use of sustainable transport, and particularly overcome current barriers to walking,

cycling, and bus use. It is predicted that reductions in travel by private car would result from implementation of the scheme, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified. The scheme will seek to enhance health by encouraging active travel amongst local people.

Crime & Disorder Implications:

- 5.5 The scheme as proposed is likely to have a positive impact through increased use of sustainable transport modes and increases natural surveillance by encouraging more people on foot and on bike to use the area.

Risk and Opportunity Management Implications:

- 5.6 The main risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The risks are being mitigated by a careful design process, taking heed from the consultation process.

Public Health Implications:

- 5.7 There is a clear need to improve public health by increasing ease of access to travel actively for both utility and education related trips. Creating an environment which carefully supports people to travel in a sustainable, active way along Dyke Road will help BHCC meet its obligations. Increasing the number of pedestrians and cyclists and encouraging greater use of public transport will directly lead to improved public health through increasing the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.

Corporate / Citywide Implications:

- 5.8 Creating an environment conducive to walking & cycling along Dyke Road, meets LTP3 objectives to:
- Create safe and attractive streets and places that everyone can use responsibly
 - Enable greater access to a wide range of goods, services, and places, including the city's natural environment.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 None appropriate given context described above.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Increasing pressure on the transport networks along Dyke Road needs to be mitigated by appropriate infrastructure interventions which support people to travel by active, sustainable modes. A consultation will assist in refining proposals and providing a longer term solution to addressing transport related issues on this section of Dyke Road.

SUPPORTING DOCUMENTATION

Appendices:

1. Drawings pack for cycle/pedestrian facilities at Dyke Road: Trip Generators, Existing Character, Constraints and Issues, Design Proposal for consultation, Parking capacity

Documents in Members' Rooms

None

Background Documents

1. Local Transport Plan 2011 – Brighton & Hove City Council

Dyke Road Cycle and Pedestrian Improvements

Concept Design



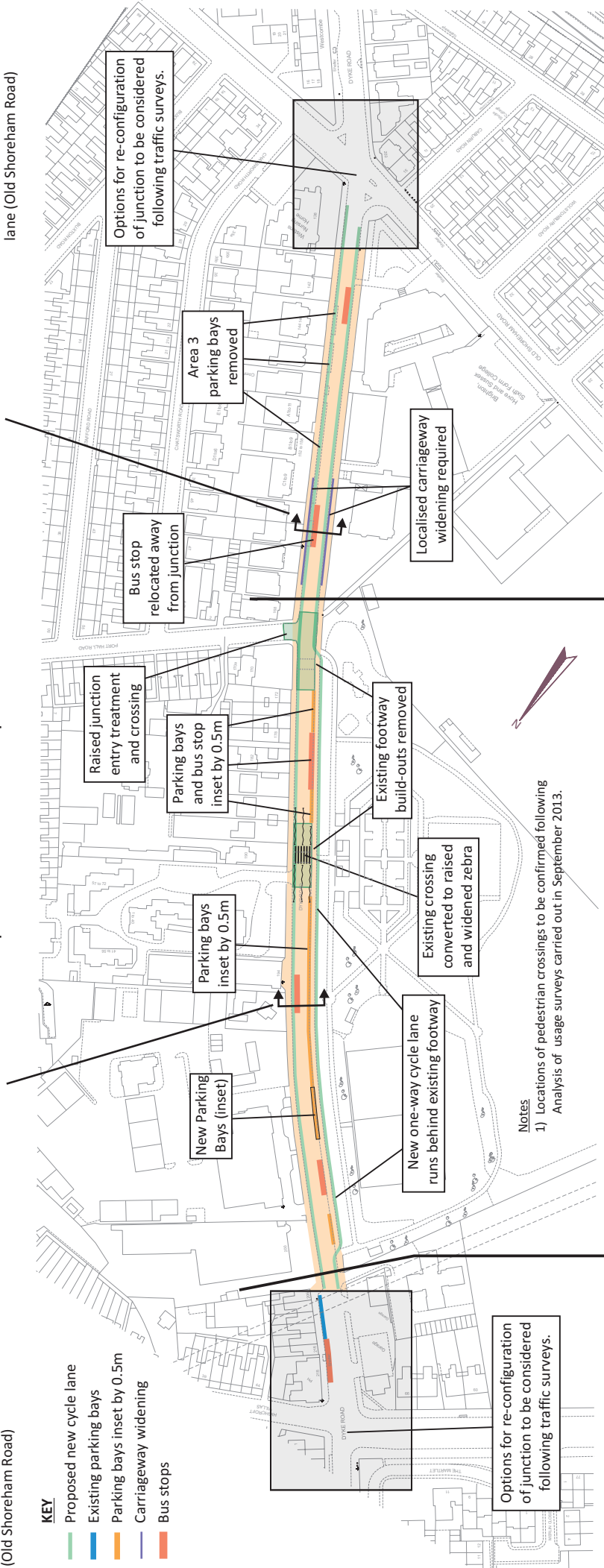
Example of raised zebra crossing (Old Shoreham Road)



Example of raised segregated cycle lane (Old Shoreham Road)



- KEY**
- Proposed new cycle lane
 - Existing parking bays
 - Parking bays inset by 0.5m
 - Carriageway widening
 - Bus stops



Character Area 1

- POSSIBLE MEASURES**
- Revisions to junction geometry
 - Extend cycle lanes to junction
 - Bus stop moved away from junction
 - Revised traffic signal timings
 - Priority signals for cyclists
 - Parking provision amended
 - Loading facilities on Highcroft Villas

Character Area 2

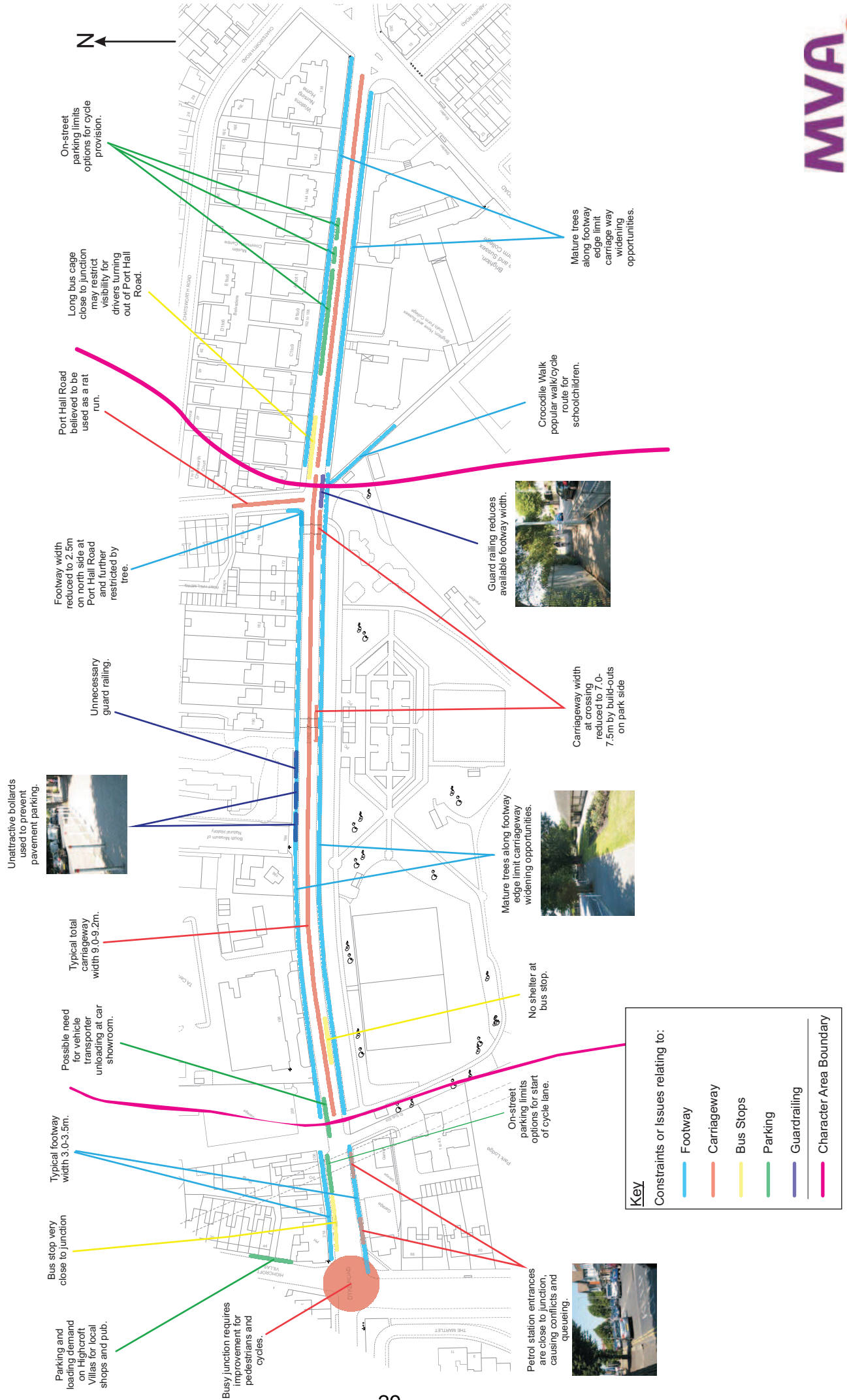
- PROPOSALS**
- Southbound 1.5m wide raised segregated cycle lane between footway and traffic lanes
 - Northbound 1.5m wide off-street cycle lane to run behind existing footway
 - Existing parking bays and bus stops fronting Dyke Park inset by 0.5m to provide minimum 6.1m for traffic lanes
 - Existing pelican crossing converted to raised and widened zebra crossing as on Old Shoreham Road
 - Raised crossing area at Port Hall Road extended to provide junction entry treatment

Character Area 3

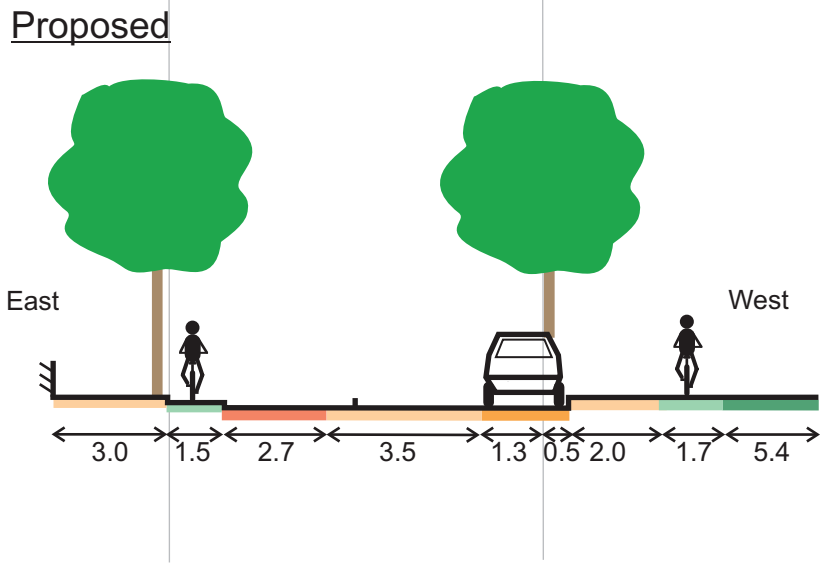
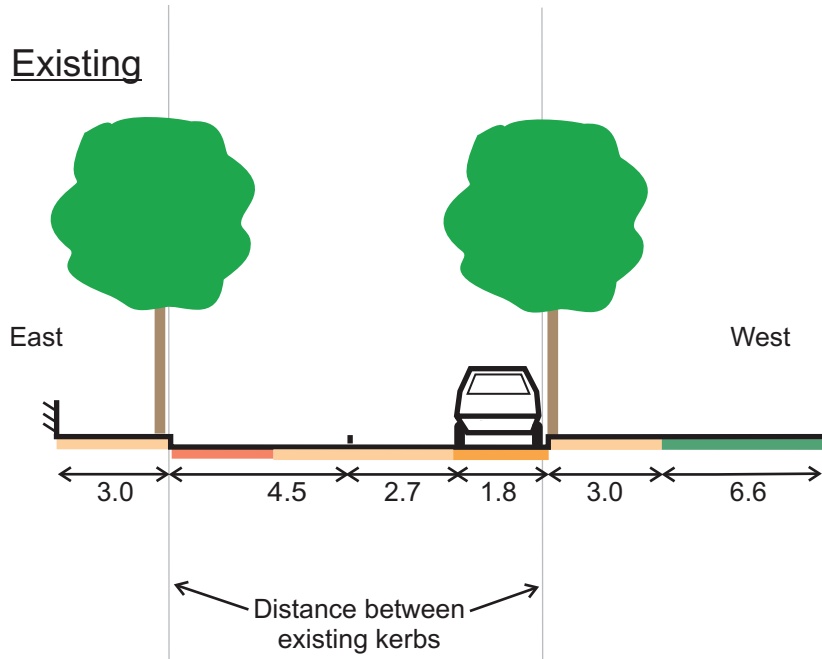
- PROPOSALS**
- Existing parking bays removed with users displaced to adjacent streets
 - New 1.5m segregated cycle lanes between footway and traffic lanes raised above carriageway level
 - Localised carriageway widening required to provide 1.5m cycle lanes and minimum 3.05m traffic lanes
 - Raised approach to new zebra crossing with southbound bus stop relocated








Dyke Road - Issues and Constraints

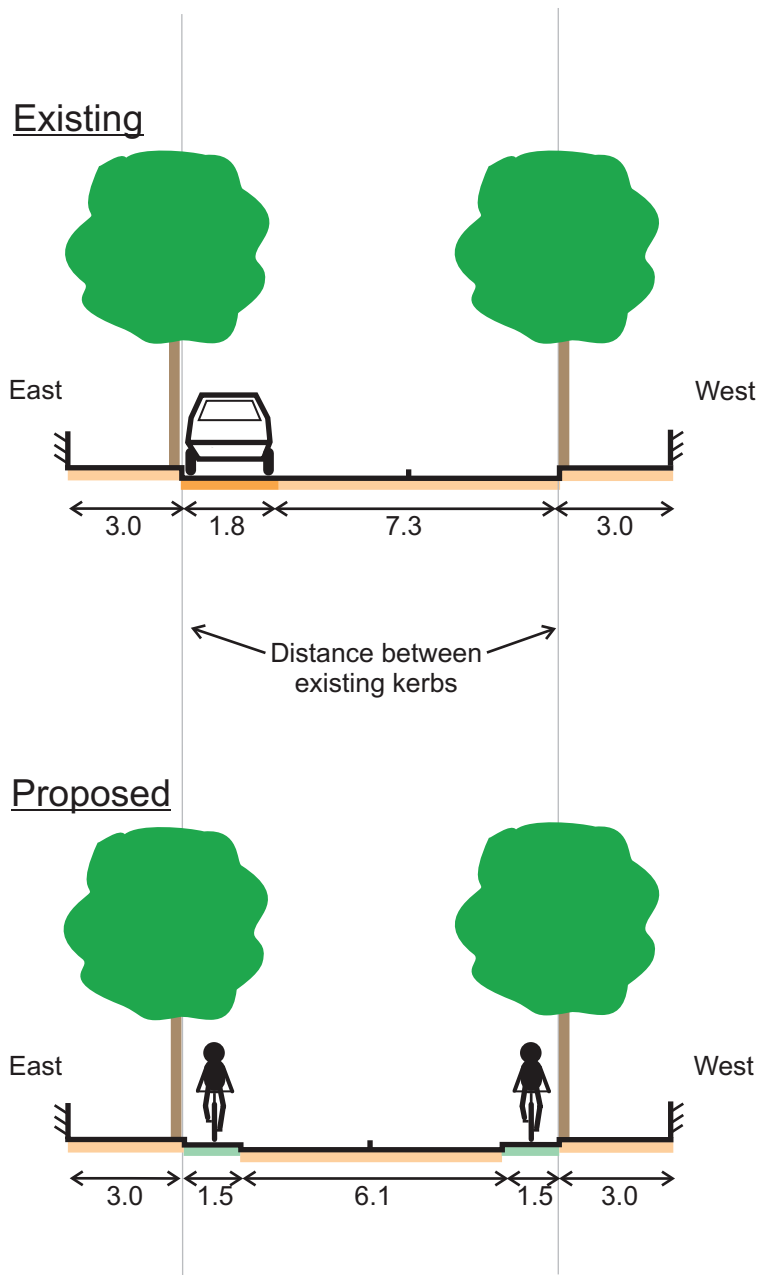








Character Area 2 - Cross-sections



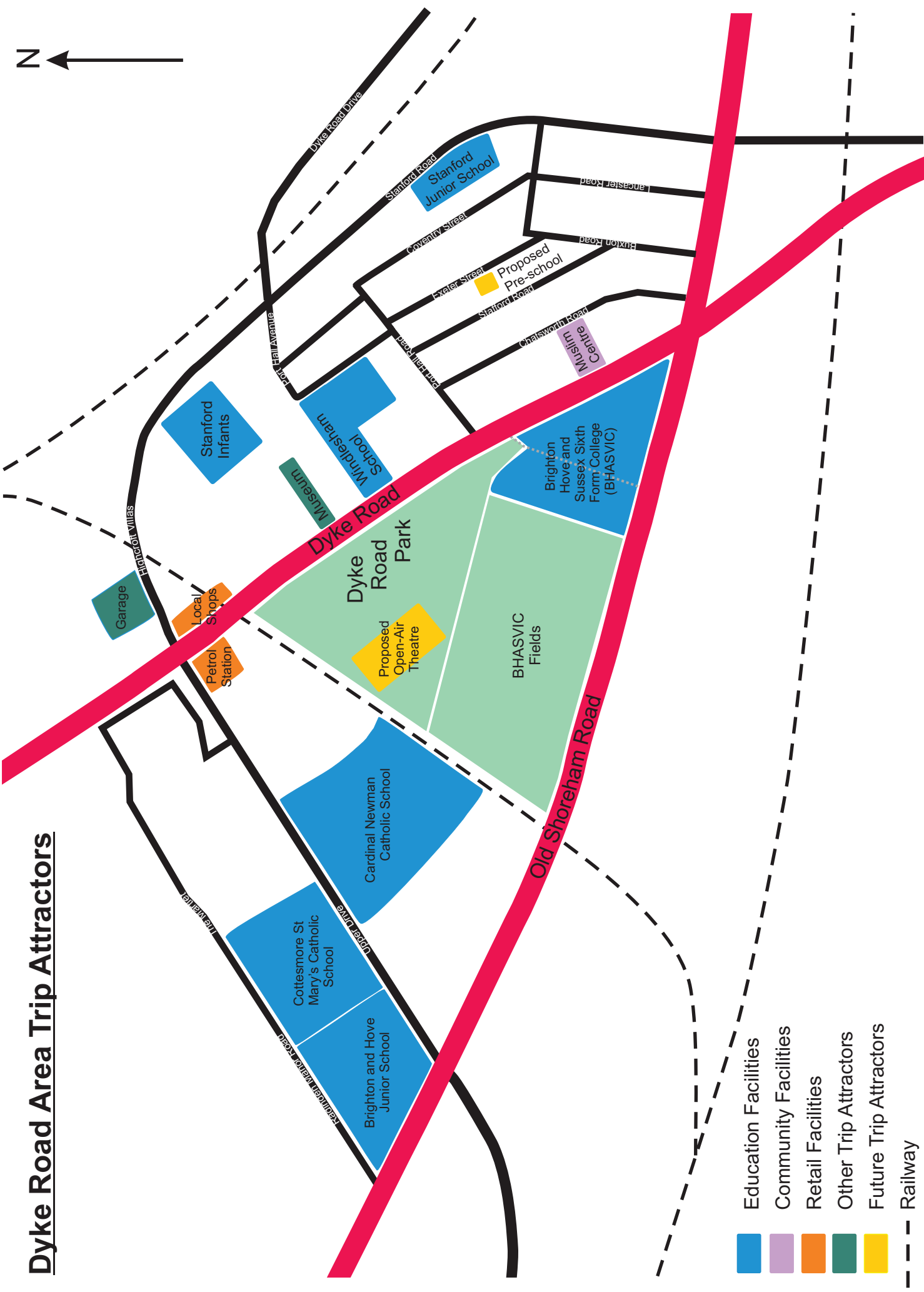
Key	
	Green space
	On-street car parking
	Existing footway & carriageway
	Existing bus stop
	Proposed cycle lane
	Dimensions (in metres)

Character Area 3 - Cross-sections



Key	
	Green space
	On-street car parking
	Existing footway & carriageway
	Existing bus stop
	Proposed cycle lane
	Dimensions (in metres)

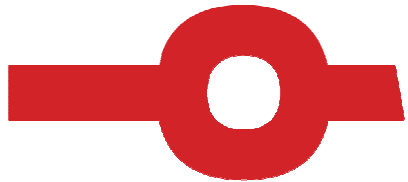
Dyke Road Area Trip Attractors



- Education Facilities
- Community Facilities
- Retail Facilities
- Other Trip Attractors
- Future Trip Attractors
- Railway

Tuesday, 24 September 2013

Dyke Road & Surrounds Parking Accumulation Data



Results of parking bay occupancy surveys undertaken on Thursday 12th September and Saturday 14th September.

Dyke Road



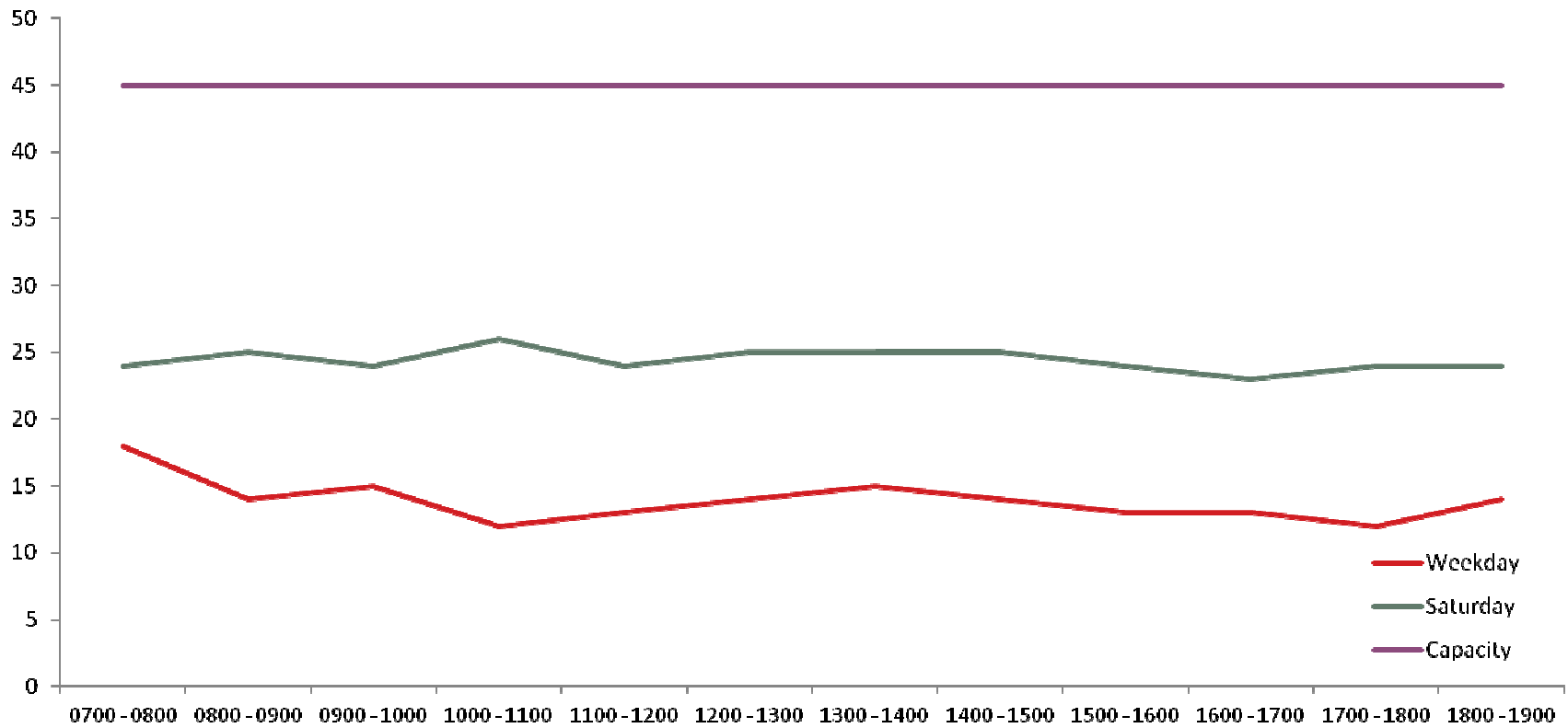
Dyke Road



Port Hall Road



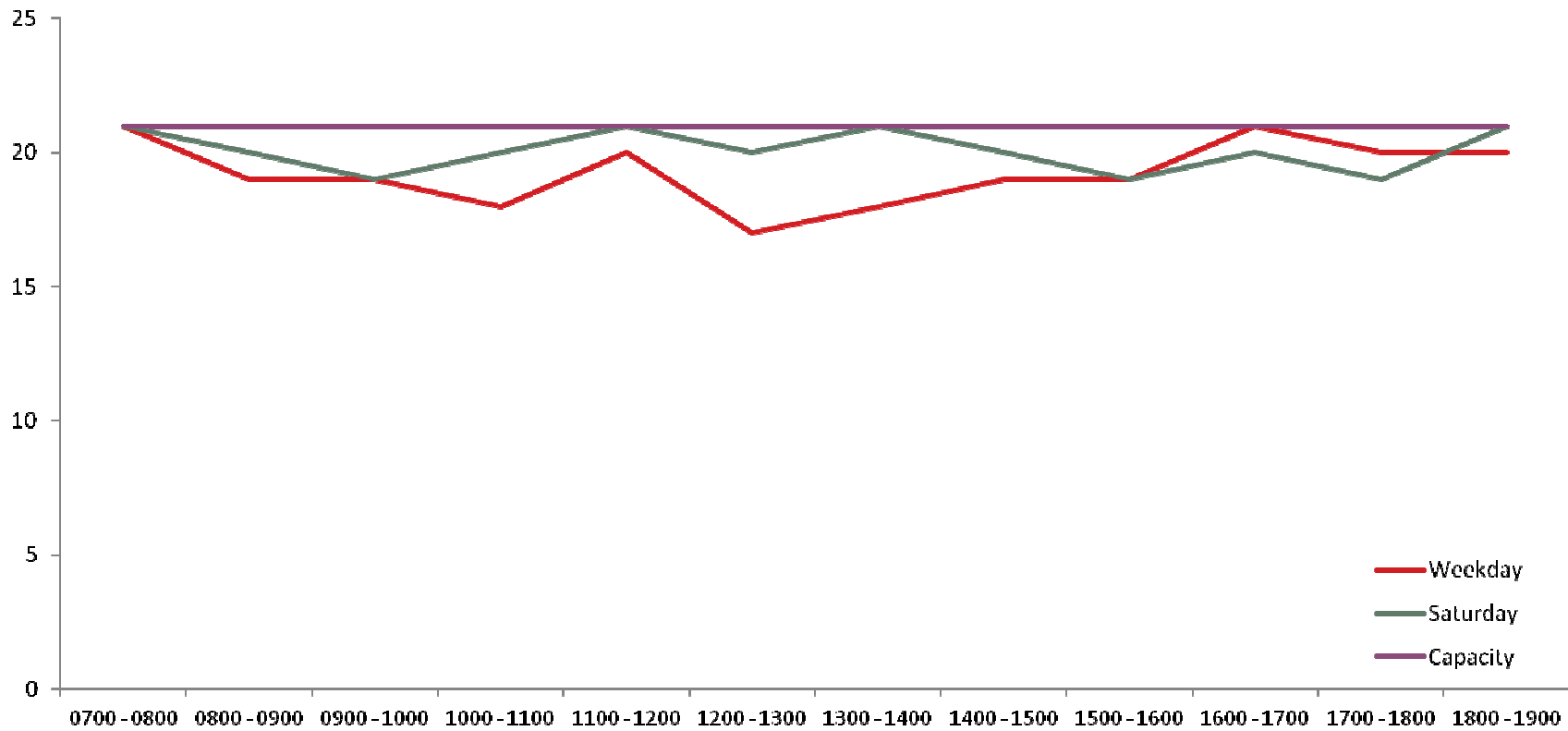
Port Hall Road



Port Hall Street



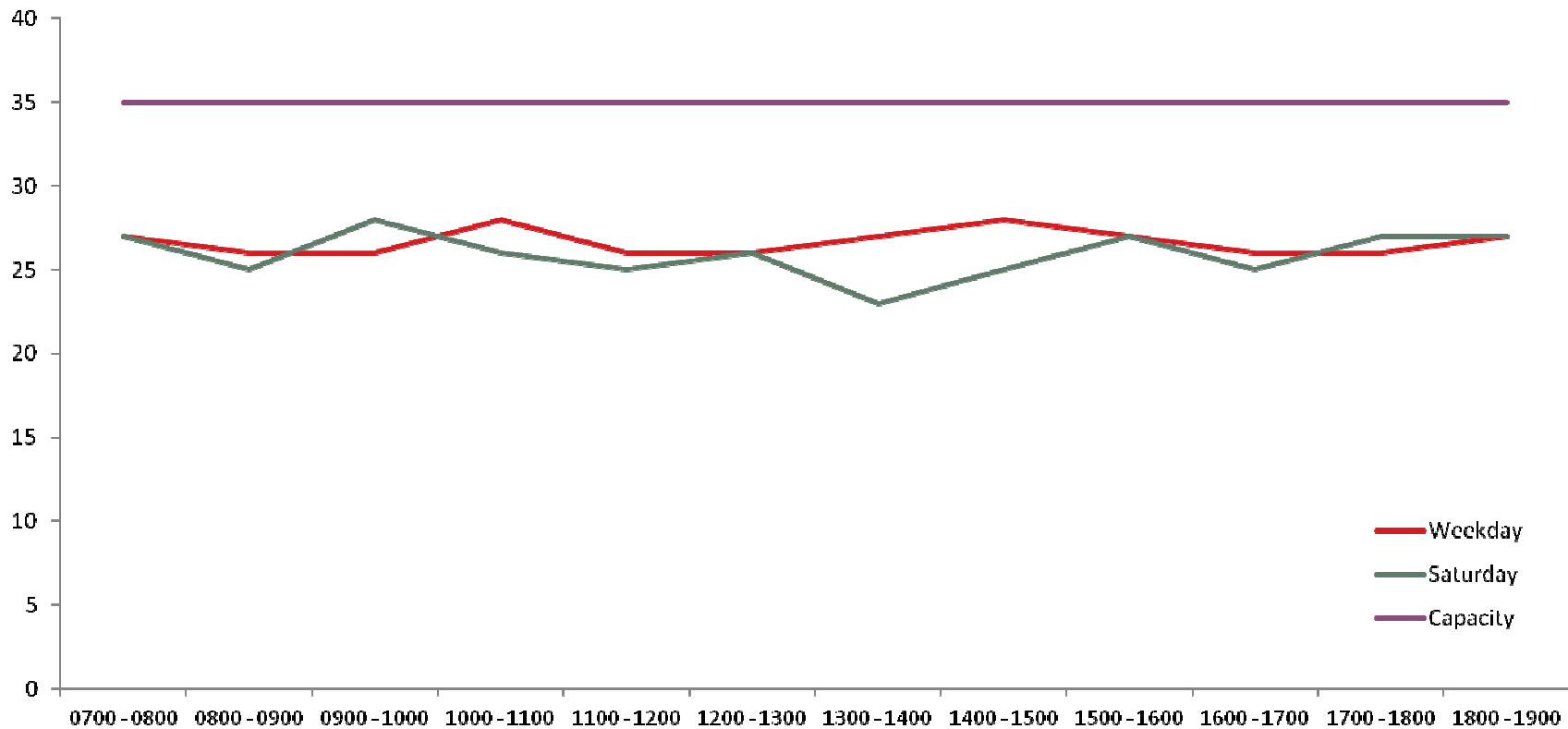
Port Hall Street



Port Hall Place



Port Hall Place



Port Hall Avenue



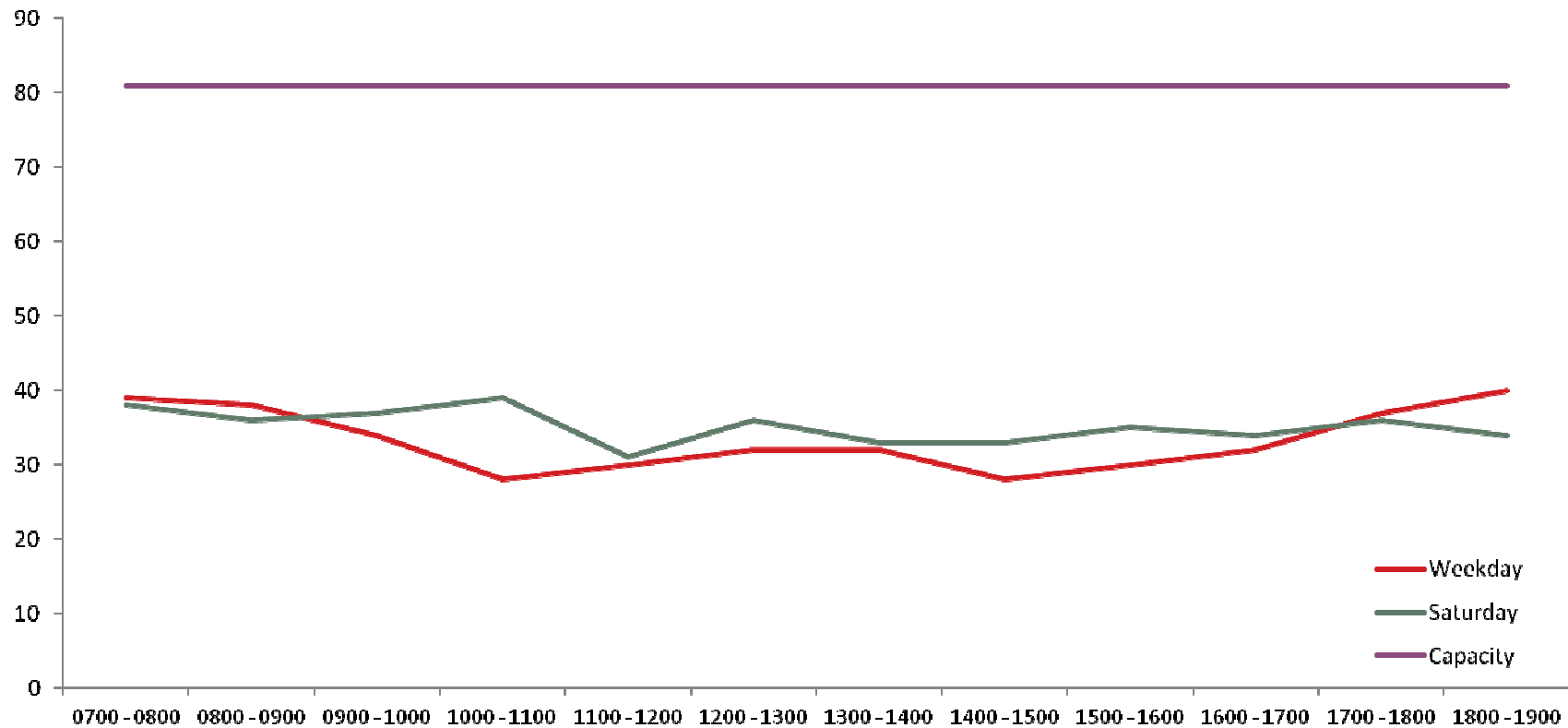
Port Hall Avenue



Chatsworth Road



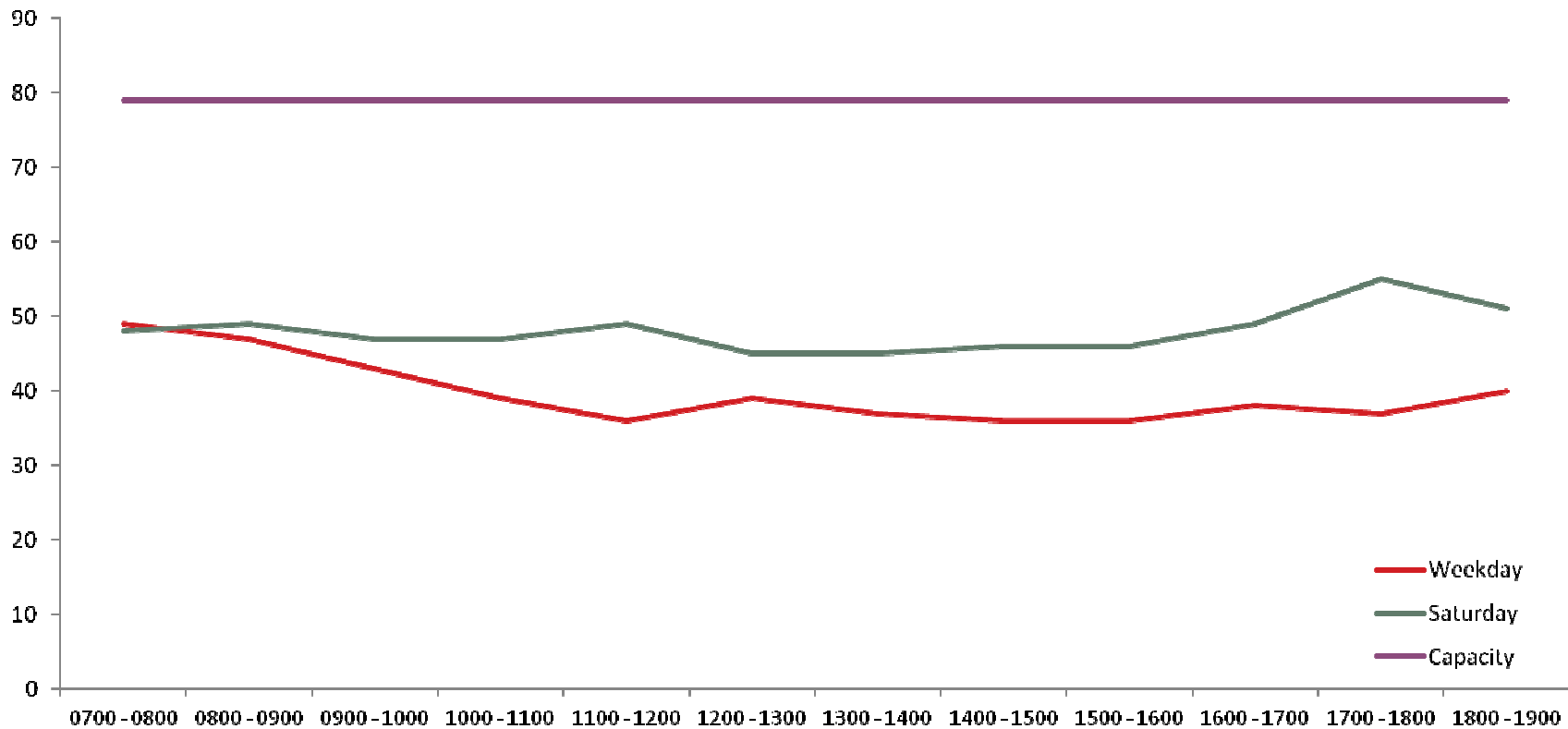
Chatsworth Road



Stafford Road



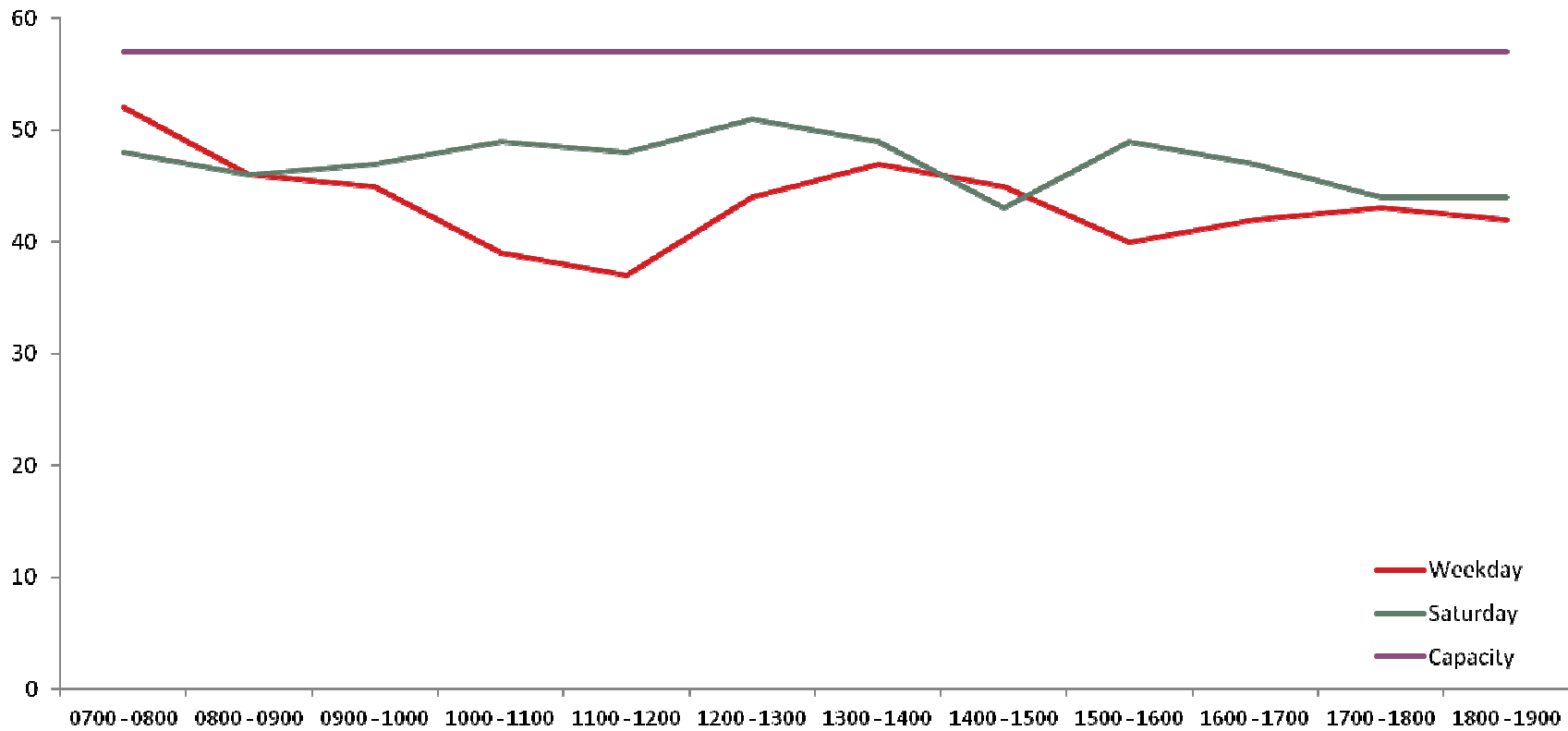
Stafford Road



Exeter Street



Exeter Street

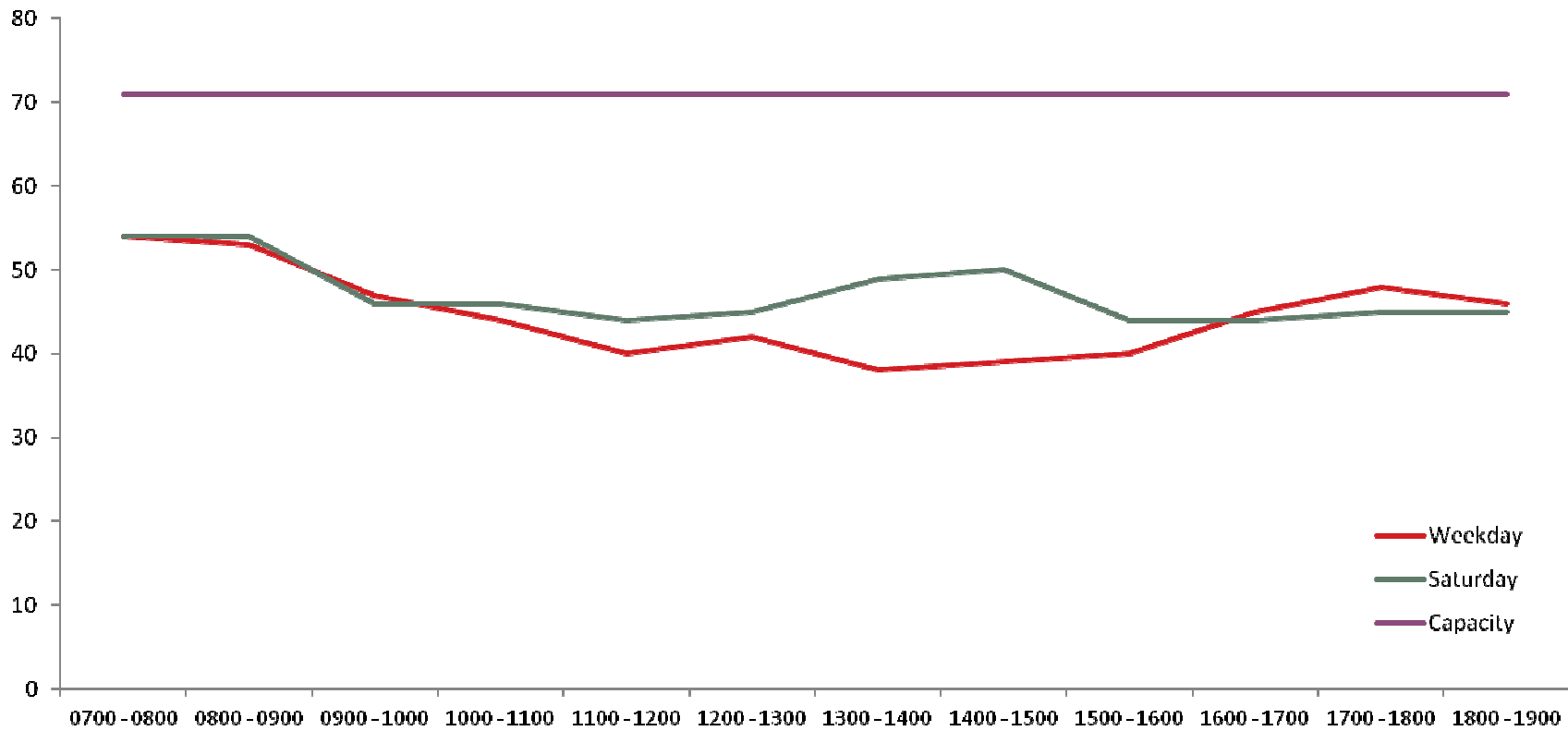


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Coventry Street



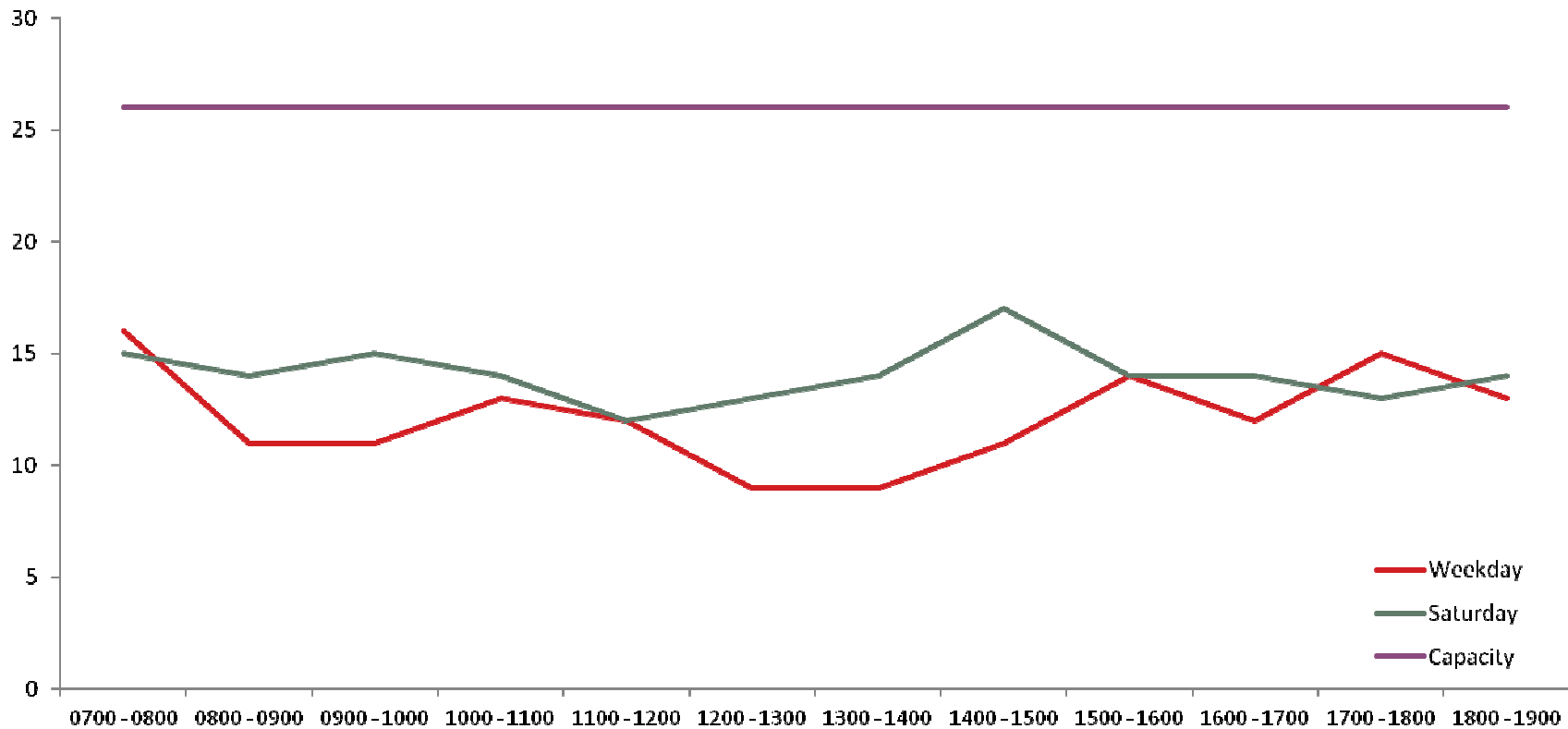
Coventry Street



Upper Hamilton Road



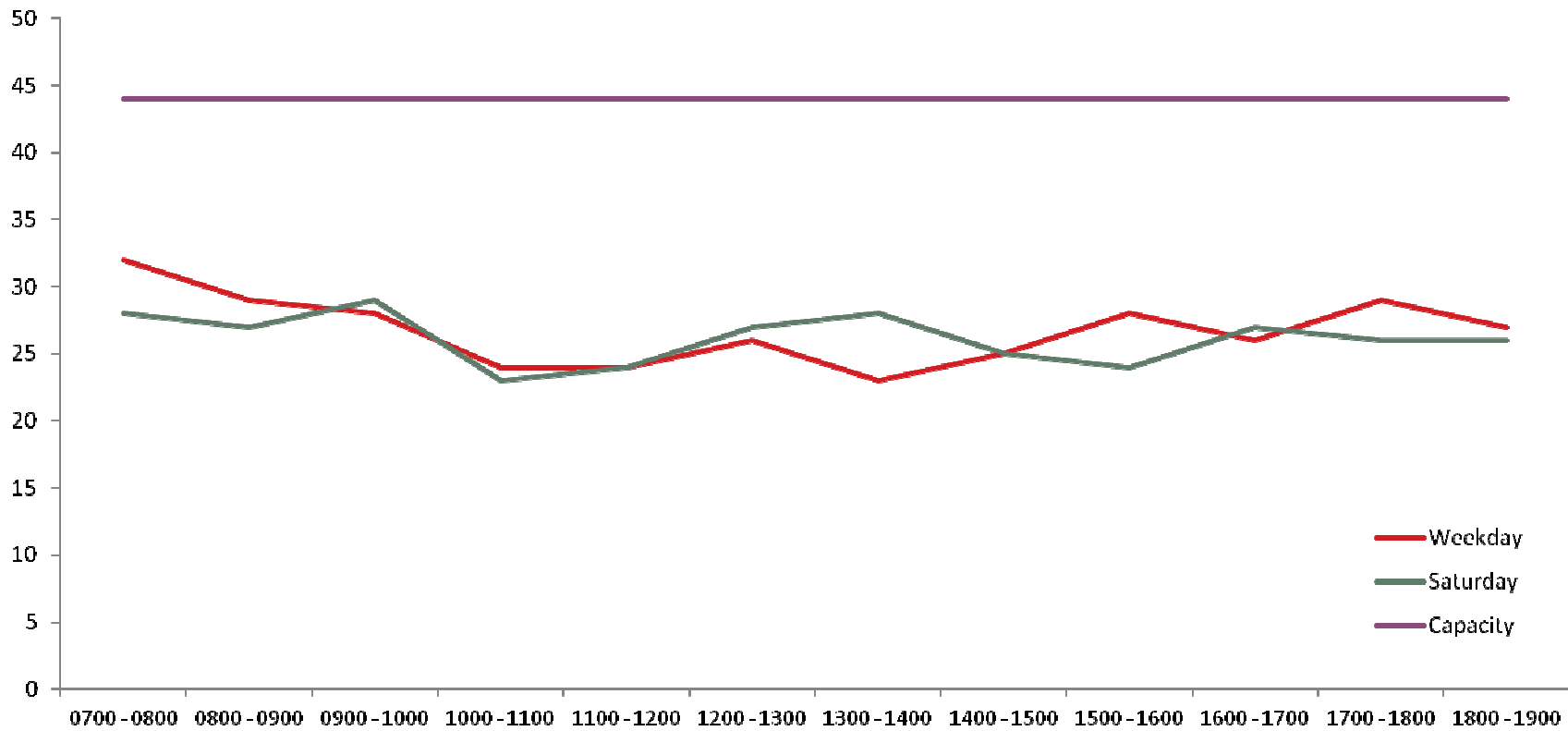
Upper Hamilton Road



Buxton Road



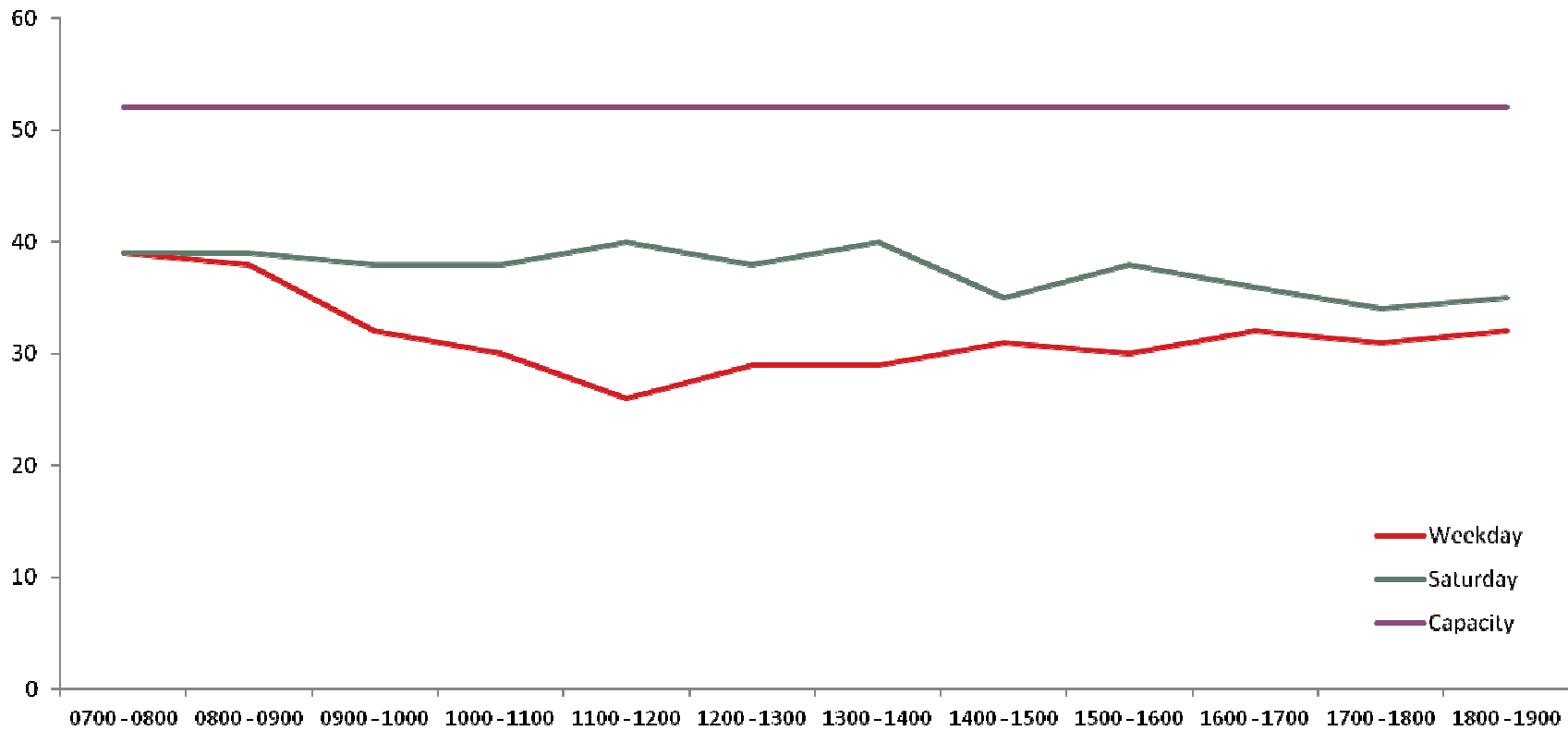
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Lancaster Road



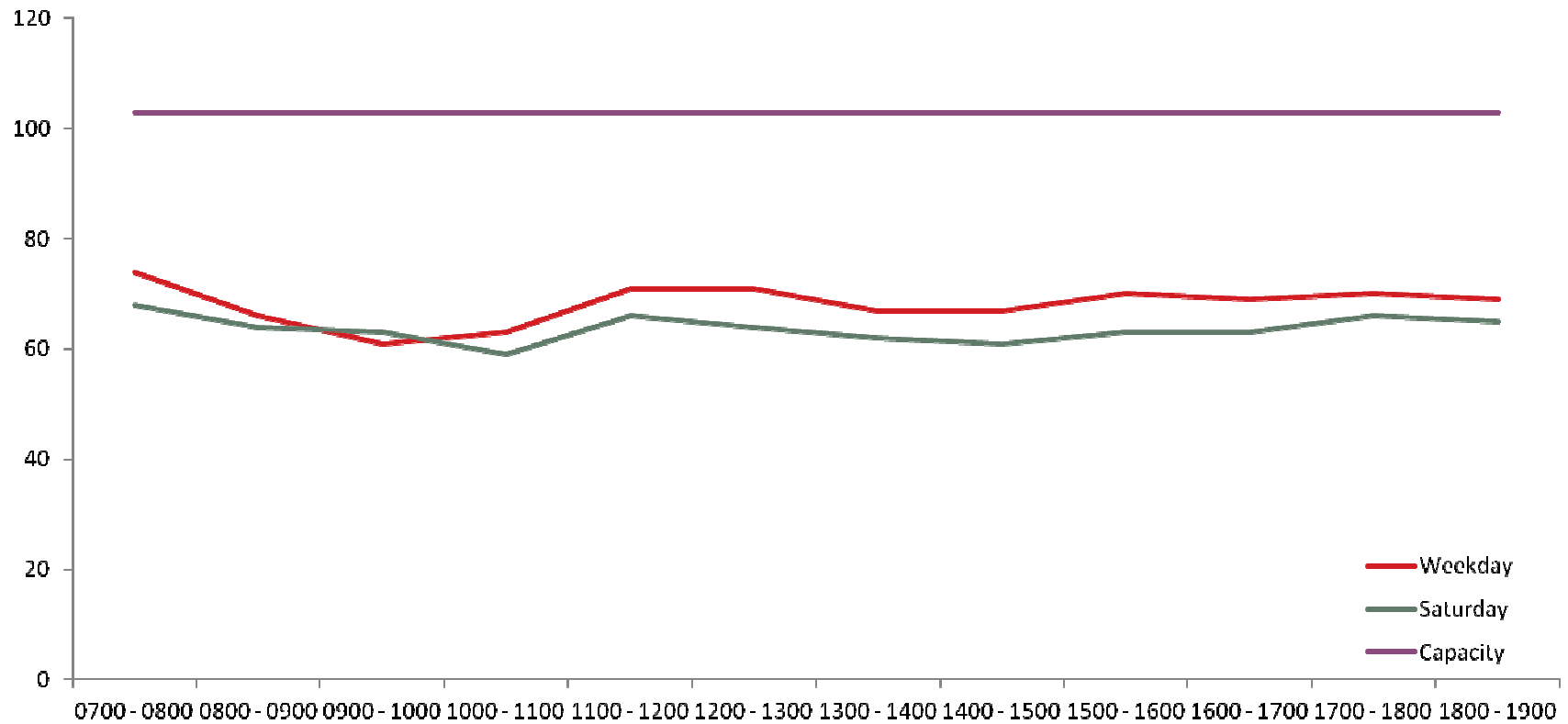
Lancaster Road



Highdown Road



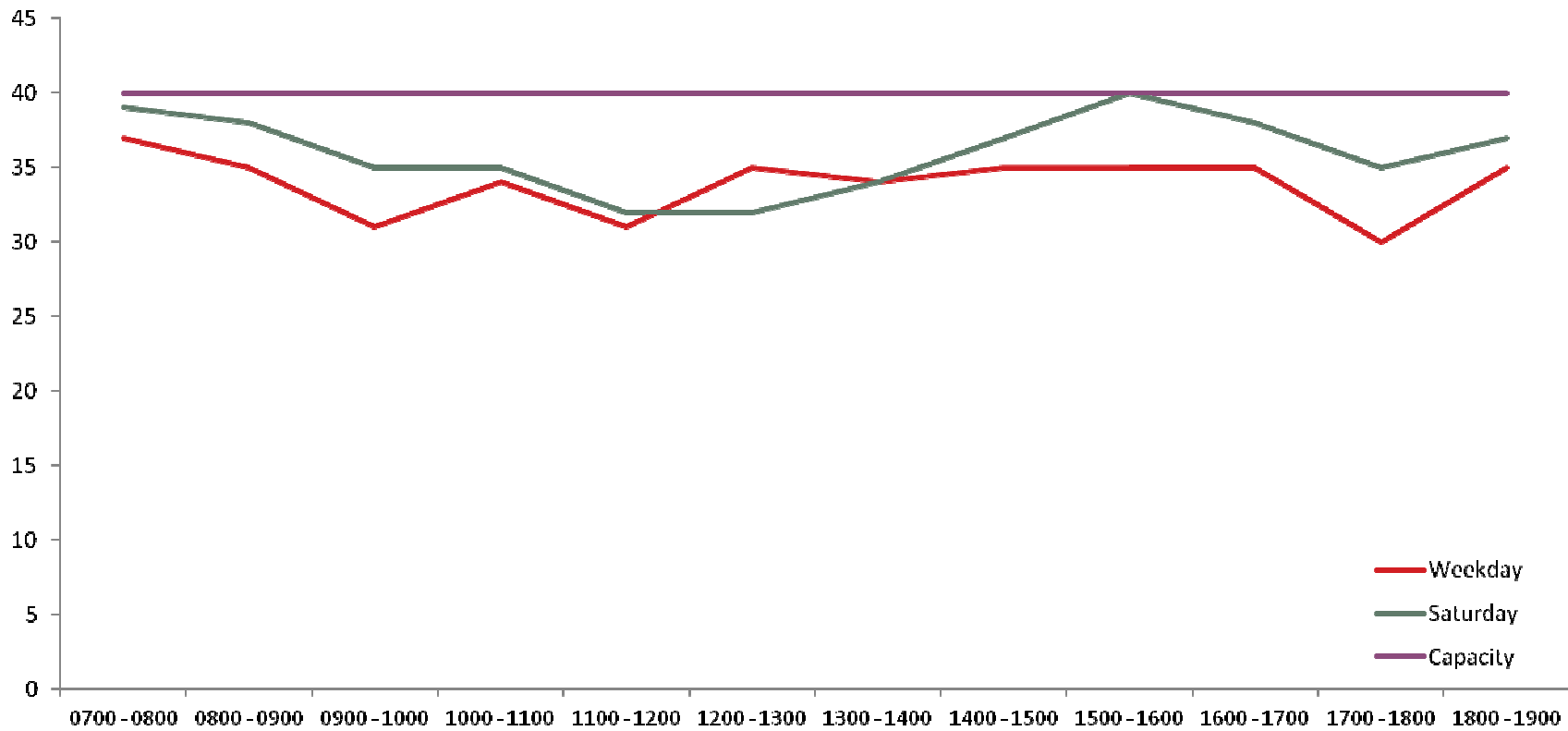
Highdown Road



Cissbury Road



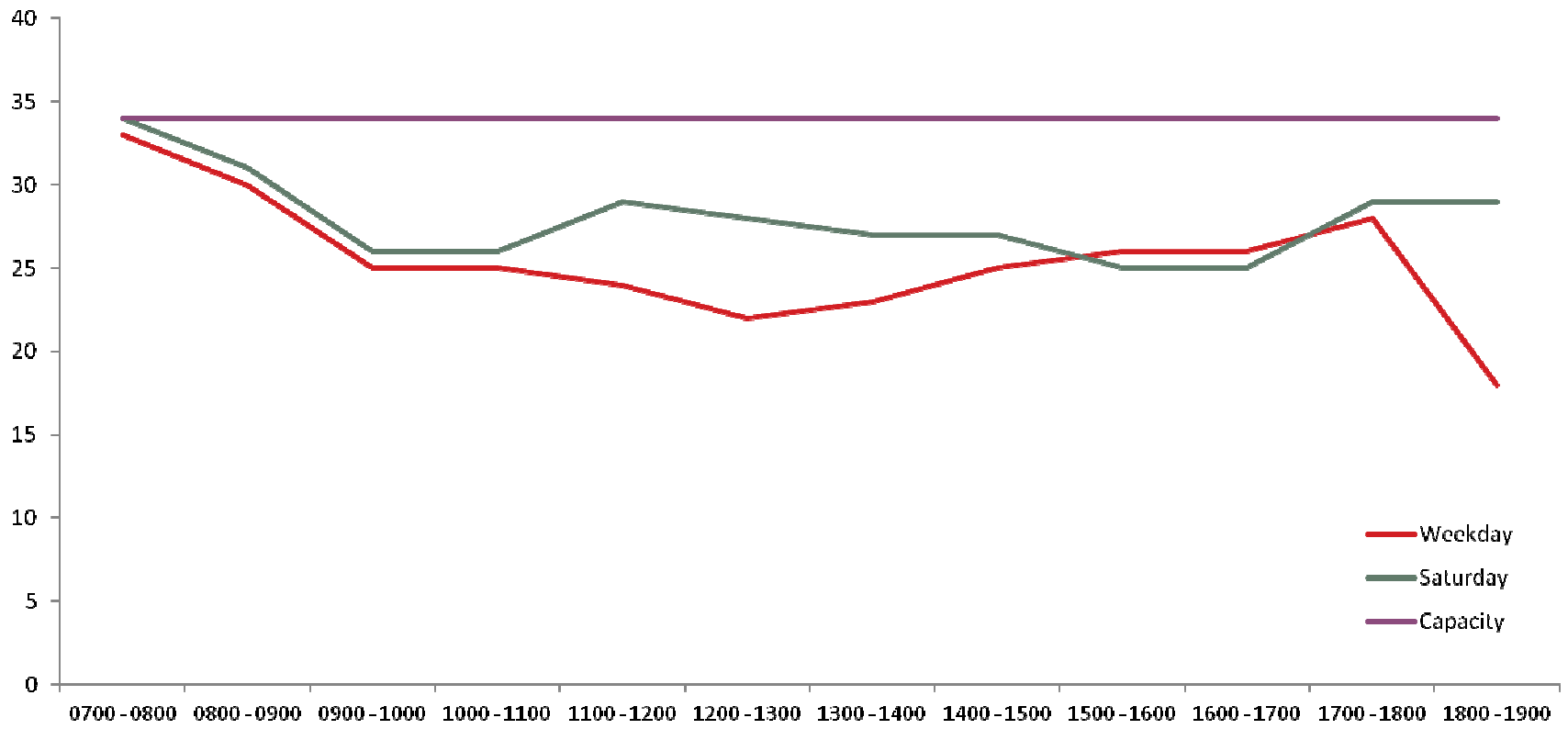
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Chanctonbury Road



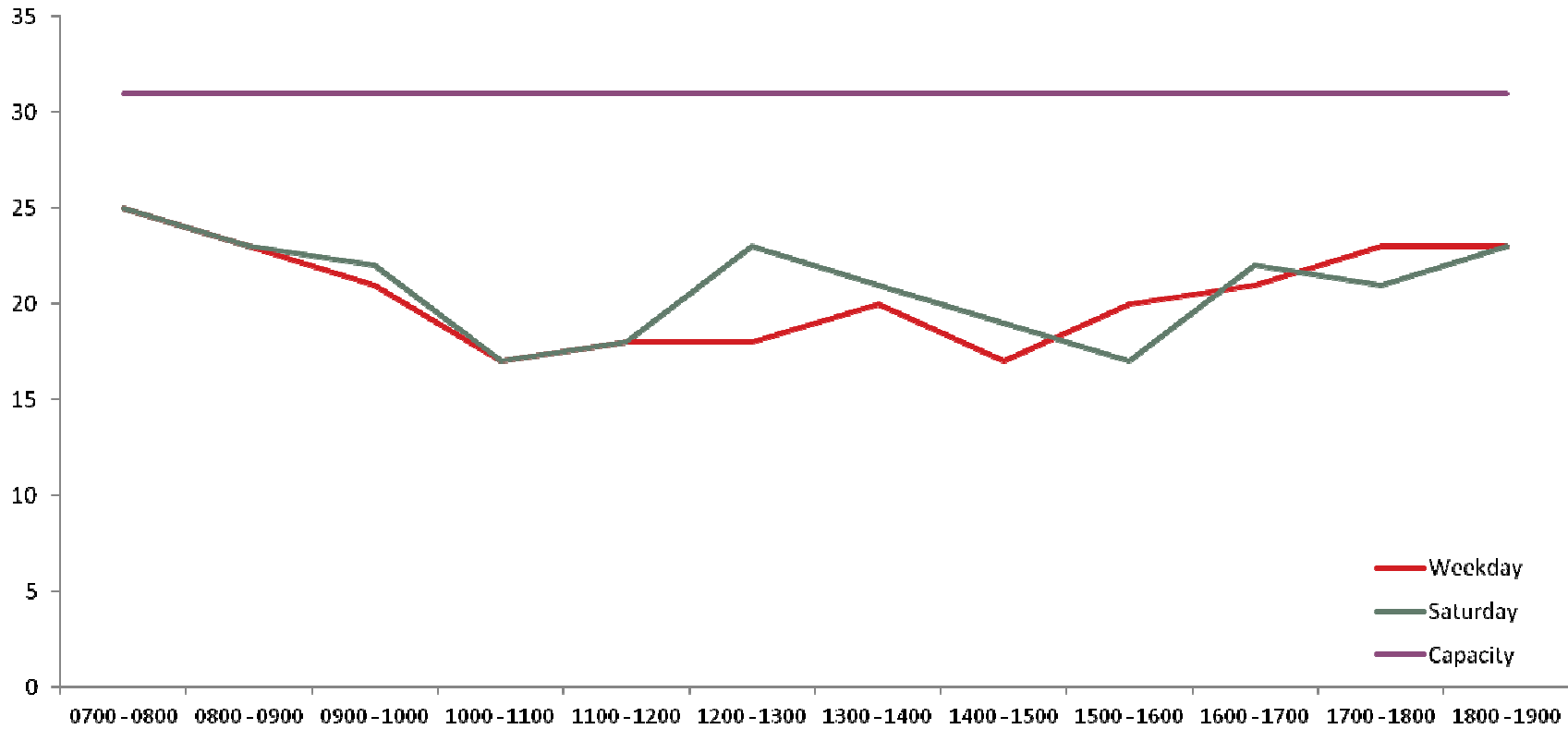
Chanctonbury Road



Wolstonbury Road



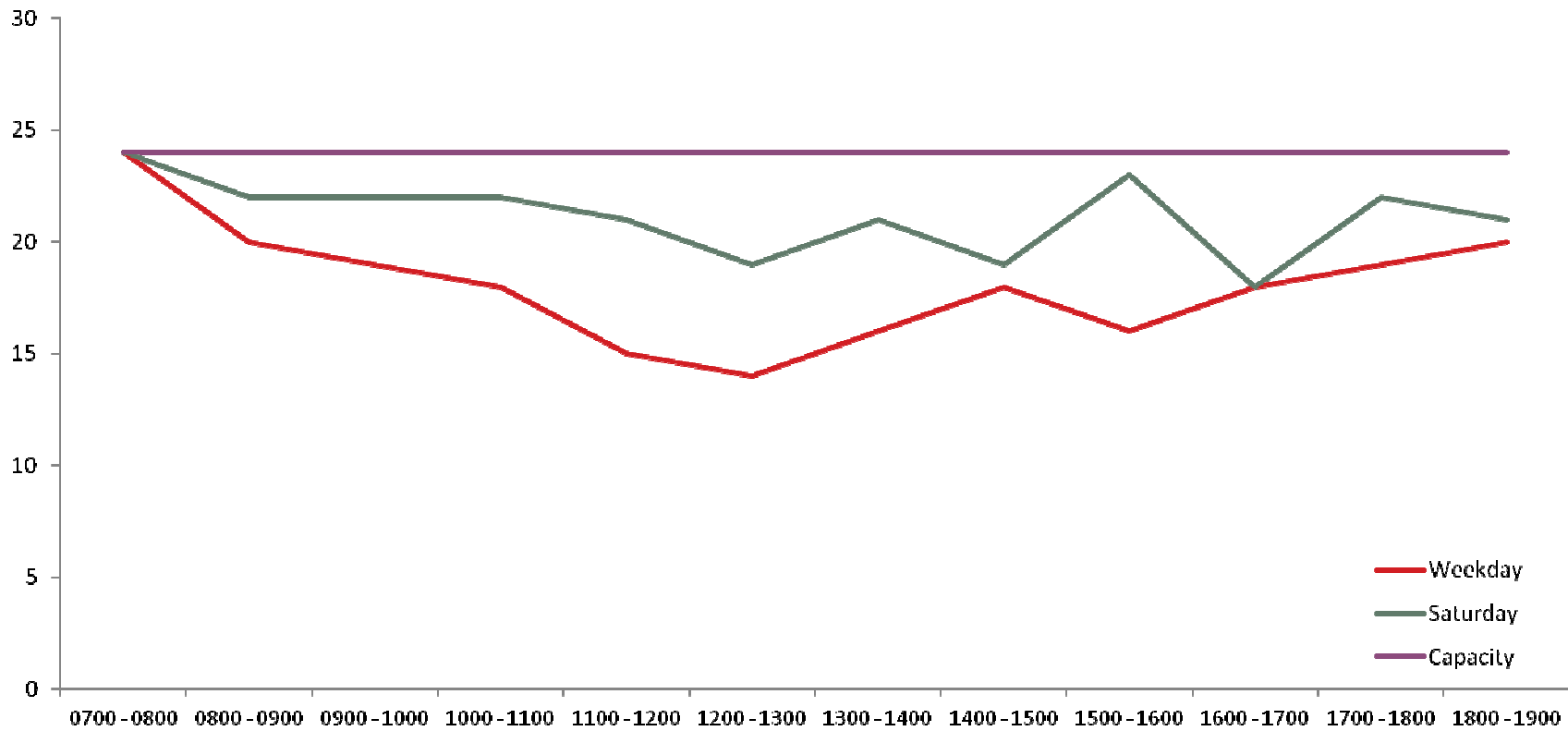
Wolstonbury Road



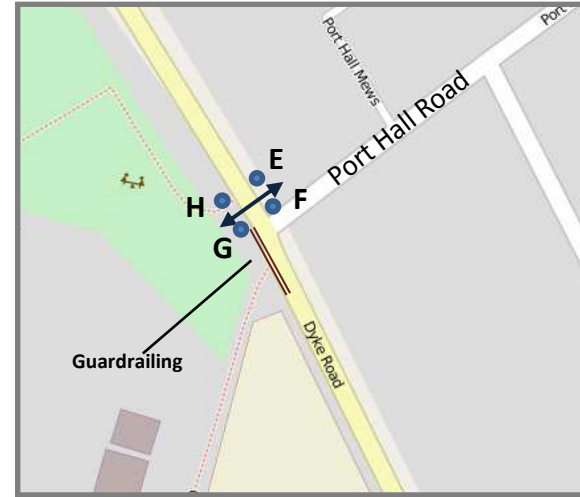
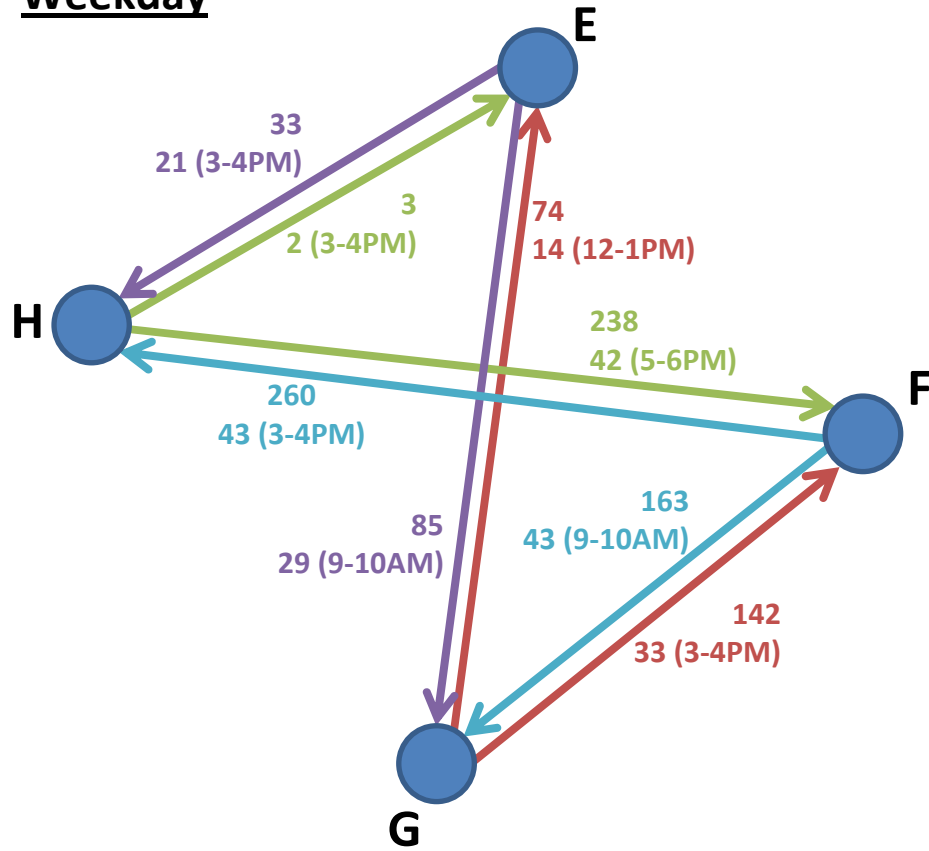
Caburn Road



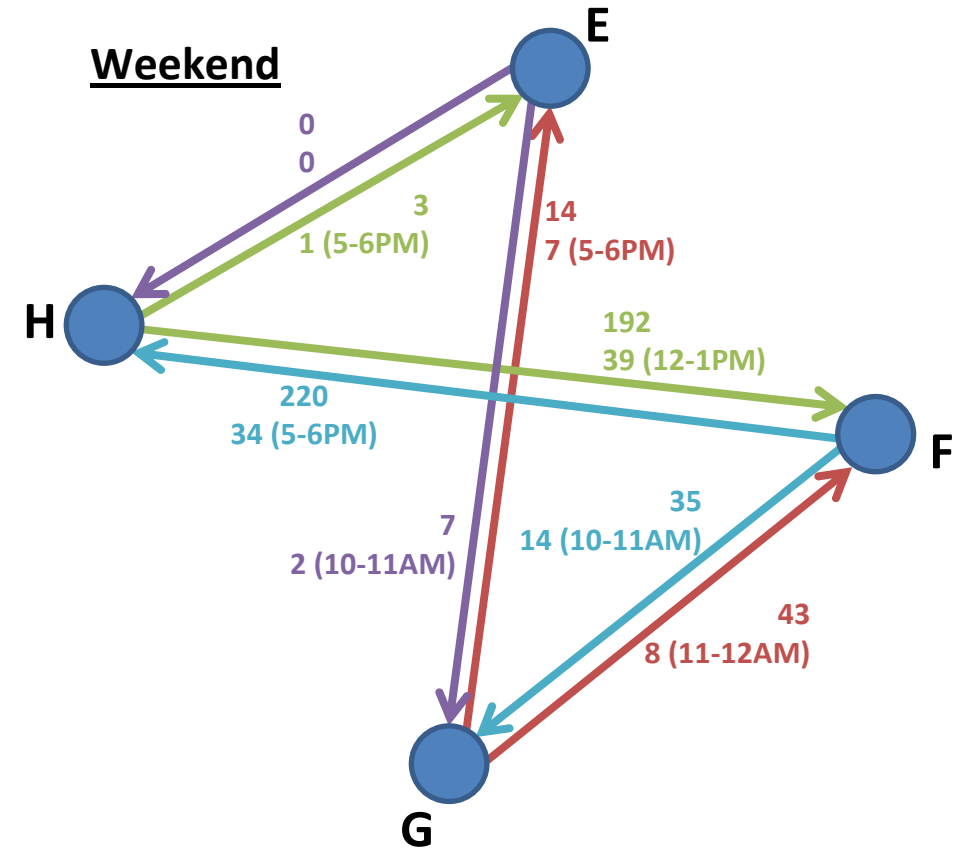
Caburn Road



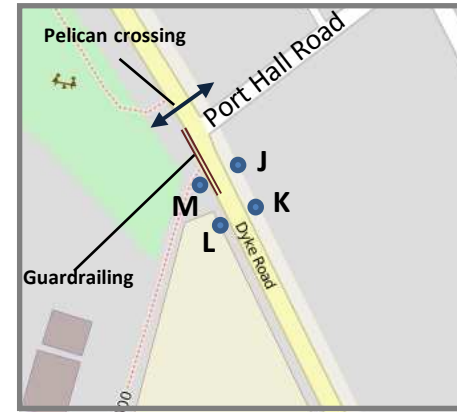
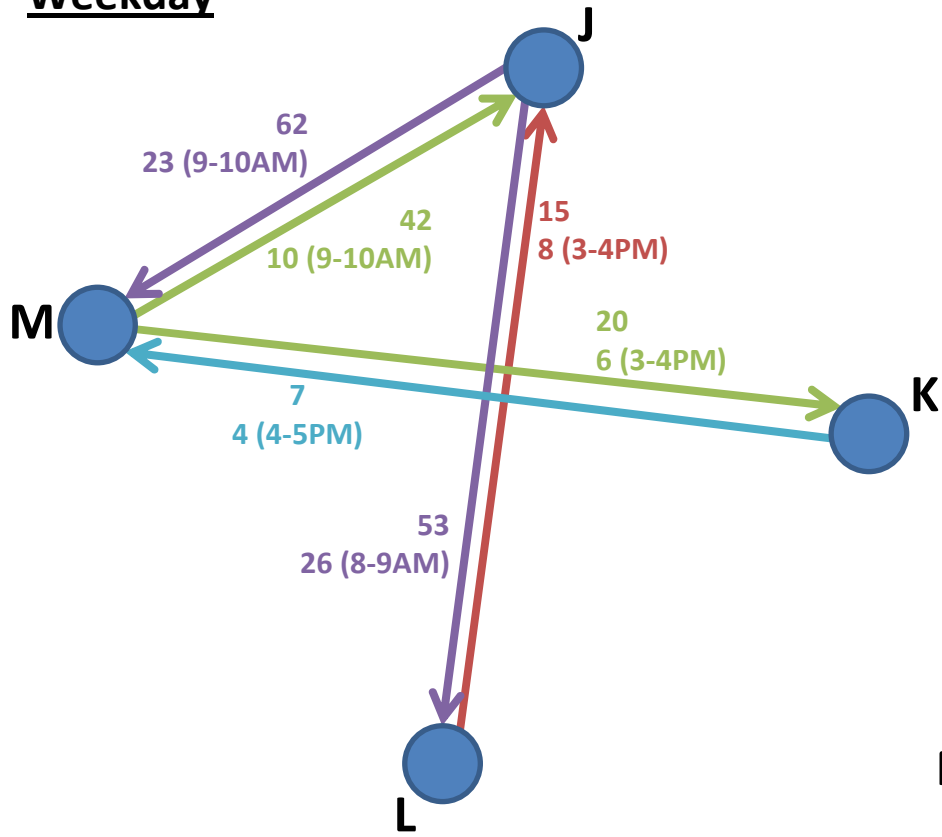
Weekday



Weekend



Weekday



Weekend

