



**Brighton & Hove  
City Council**

**ENVIRONMENT, TRANSPORT &  
SUSTAINABILITY COMMITTEE  
ADDENDUM**

**4.00PM, TUESDAY, 28 JUNE 2016**

**THE RONUK HALL, PORTSLADE TOWN HALL**



# ADDENDUM

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**Subject:** Petitions  
**Date of Meeting:** 28 June 2016  
**Report of:** Monitoring Officer  
**Contact Officer:** Name: John Peel Tel: 29-1058  
E-mail: john.peel@brighton-hove.gov.uk  
**Wards Affected:** Various

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To receive any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

**2. RECOMMENDATIONS:**

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's Overview and Scrutiny Committee
- calling a referendum

**3. PETITIONS**

**3. (iii) Stanmer Park Road parking- Emma Rompani**

To receive the following petition signed by 68 people

*"We the undersigned petition Brighton & Hove Council to include Stanmer Park Road in residents parking scheme Zone G"*



**WRITTEN QUESTIONS**

**(i) Pedestrian Crossing, Church Road, South Portslade- Simon Clydesdale**

*Traffic on Portslade's Church Road is increasing as Shoreham Port becomes busier & more successful and the i-360 attraction on the seafront is set to open, where the road is part of the recommended western approach sat nav route. Will the committee now take urgent action to ensure that the previously promised safe pedestrian crossing for families attending St Peter's School and for residents in the area is provided?*

**(ii) Play equipment at Hove Lagoon- Danny Stockland**

*Given the recent investment of £20,000 that the Big Beach Café has made to public play equipment at Hove Lagoon, and now that summer is upon us, we and other members of the newly-formed Friends of Hove Lagoon are hugely disappointed that the Council has failed to deliver on its promise of further items of play equipment and therefore request that the Chair gives a firm date for installation as a matter of urgency.*





**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of depositions from members of the public. Each deposition may be heard for a maximum of five minutes.

Depositions received:

**(i) Deputation:** Deputation Traffic and Air Pollution in Rottingdean: Rottingdean Parish Council

We are here to enlist your support to help tackle the traffic issues, volume and capacity, which have dogged Rottingdean for many years. Rottingdean High Street has the highest level of nitrogen dioxide emissions both for the volumetric space, and for the hourly emissions for the volumetric space in the City.

For a number of years this matter has been discussed with BH-CC Officers and in early 2015

a joint Task Group was set up. The primary concern of the Parish Council relates to the volume and character of traffic using the High Street (B2123) and the environment (air quality/noise). The Terms of Reference are to focus on development of measures that:

- Reduce ALL through traffic using the High Street, this road lacks capacity
- Control through traffic with the aim of improving air quality
- Seek further associated objectives of reduced diesel-fuelled HGV traffic, better safety for pedestrians and reduced damage to premises

To make progress we need the Committees support by directing the necessary resource to enable action by the Transport Team. (See supporting document on next steps)

We are pleased to be working in partnership with the Council but now have to request that funding is made available so that identified options to tackle these problems can be modelled and consulted on.

The Rottingdean AQMA has shown that the air quality in the lower end of the High Street to be a matter of serious concern, the five-year average of these annual figures are 47.3, 43.8, and 38.4 mcg/m<sup>3</sup> of nitrogen dioxide in the air. The EU limits being 40 mcg/m<sup>3</sup>.

It is important to note that no amount of this gas is good for you. High levels will kill you. Further research at the moment indicates that a greater threat to human health from traffic fumes lies in the particulate matter known as PM 10 and PM 2.5, both of which are produced in the exhaust of diesel engines. There are two primary schools within 100 metres of one of our air quality hotspots.

The road capacity of the B2123 is for many hours a day operating above its design capacity leading to extensive traffic queues which exacerbates the air pollution

The B2123 is used as a main route from the A27 down to the A259 (Coast Road), this route is highlighted by Satellite Navigation as an alternative to using the London Road A23 or the Lewes Road A27.

There is a weight restriction sign at the Woodingdean crossroads advising that heavy vehicles are restricted from coming through the village, however these signs are

often ignored and are not enforced, adding to congestion within the village and on several occasions the road has been blocked by overlarge vehicles and buildings damaged.

This issue has been recognised by BHCC; the AQMA states 'The contribution of cars & vans to ambient nitrogen dioxide (60%) is more substantial than anywhere else in the City Council's area.

John Bryant  
Rottingdean Parish Councillor (Lead Spokesperson)  
Bob Webzell  
Rottingdean Parish Councillor  
Sue John  
Rottingdean Parish Councillor  
Heather Butler  
Rottingdean Parish Councillor  
Anthony Delow  
Rottingdean Parish Councillor  
Kieran Fitsall  
Rottingdean Parish Councillor  
Graham Shepherd  
Rottingdean Parish Councillor  
Ian Wilson  
Rottingdean Parish Councillor

## **SUPPORTING DOCUMENTATION**

The Parish Council's request is for BHCC officer resource and funds to be made available to carry out the following activities.

### **Next Steps**

#### **1. Validate the Traffic counts**

A traffic count was completed by East Sussex Traffic Monitoring Unit in January 2016. The figures produced show clear anomalies in the automated counts.

- Carry out manual counts to clarify these errors. Rottingdean will seek volunteers to assist with these manual counts
- There may be a requirement to carry out a Traffic Survey to establish the reason for the traffic movement.

#### **2. Model the 4 scenarios**

There are currently 4 scenarios proposed each of which should be tested using computer modelling to judge the impact of the alternatives

Scheme A: Northbound traffic only through the High Street;

Scheme B: Southbound only through the High Street;

Scheme C: Existing two-way traffic, but with a chicane, allowing for better flow of traffic at the narrowest point by prioritising traffic flow;

Scheme D: Pedestrianisation of the High Street.

#### **3. Select the most suitable for trial/pilot**

Each possible solution will have advantages and disadvantages and the one which on balance is most effective should be selected.

#### **4. Consultation**

The proposed solution(s) should be fully consulted upon with the involvement of the residents of Rottingdean and local groups.

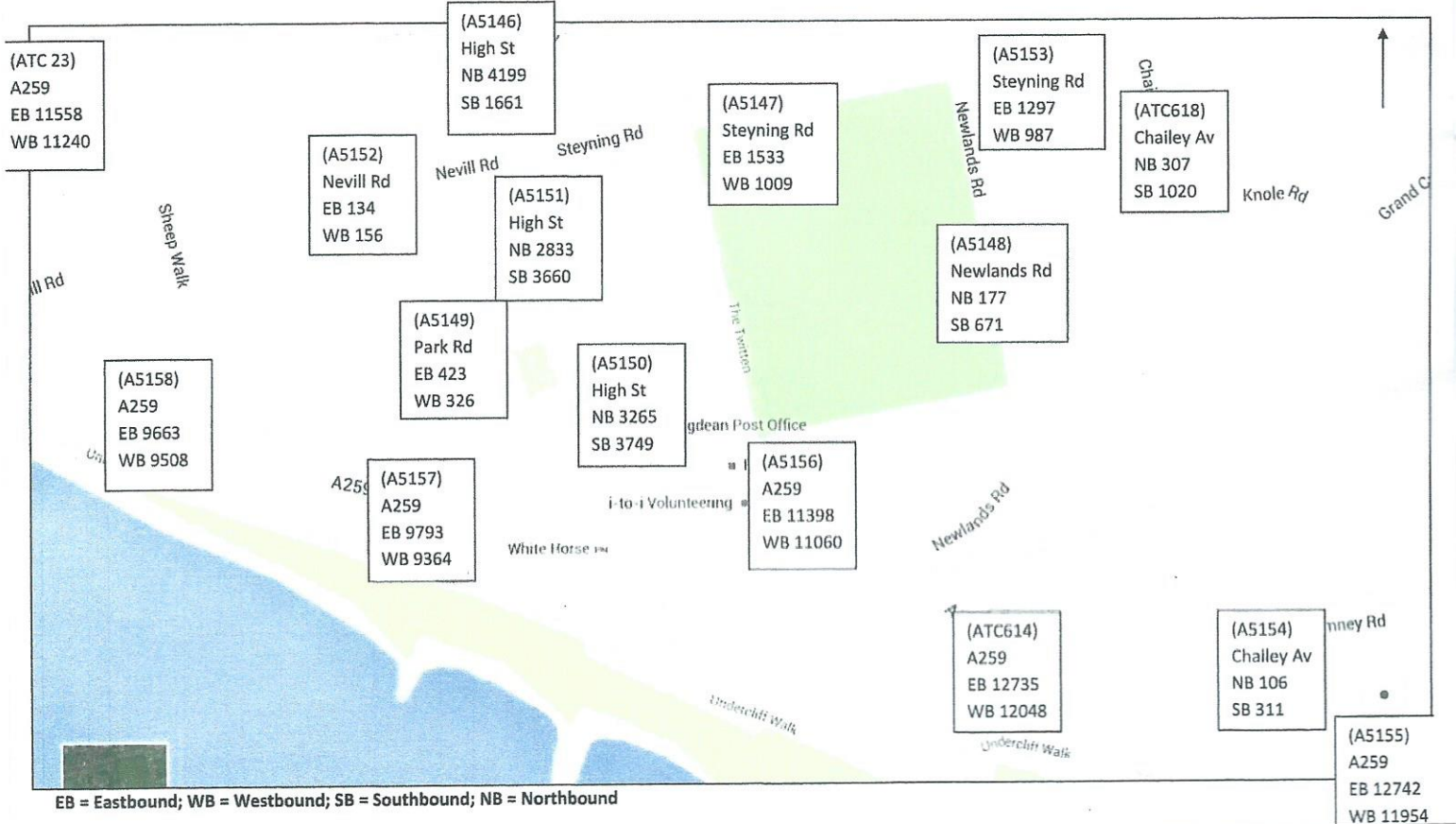


RPC SUPPORTING DOCUMENTS: TRAFFIC COUNT

Rottingdean January 2016

Mapped Traffic Flow Data – 7 Day Average Daily Flows

Key: (A reference) is location of radar counter; (ATC) reference is location of induction loop in road surface



**Some obvious anomalies**

At (A5146) which is north of the junction of the High St with Steyning Rd, the SB is shown as 1,661 but just to the south side of that junction at (A5151) it is recorded as SB 3,660. An increase of 1,999 where has that come from?

At (A5147) The EB in Steyning Rd this is shown as 1,533, much of this will have turned left just after (A5146), thus further pointing to the error in the SB at (A5146)

At (ATC618) in Chailey Avenue, NB is shown as 307, turn the corner into Steyning and at (A5153) WB is shown as 987. Where has the additional traffic come from?

At ATC 618 Chailey Avenue again the SB figure of 1,020 declines to 311 SB at (A5154) in Chailey near the junction with the A259. This may look very wrong but it may well indicate that a lot of traffic turns left going south to progress to Saltdean via the 'rat runs'.

