

## **Dyke Road – cycle and pedestrian facilities Summary of themes & officer responses to TRO objections**

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No. \* 20\*\* (ref. **TRO-27a-2013**)

Dyke Road – relocation and removal of Shared permit and Pay & Display Parking in the section of Dyke Road between Old Shoreham Road and The Upper Drive and relocation of a motorcycle bay. Additional double yellow lines will also be implemented where needed to prevent obstruction.

- Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment Order No.\* 201\* (ref. **TRO-27b-2013**)

Dyke Road - new lengths of mandatory cycle lane on east side of the road between Old Shoreham Road and The Upper Drive and on west side between Old Shoreham Road and Port Hall Road.

### **Analysis of objections:**

A total of 68 people have objected to the TROs overall. 9 people objected to TRO-27a- 2013 only and 59 people objected to both TRO-27a-2013 and TRO-27b2013. 75 pieces of correspondence were received (7 of those pieces of correspondence were the same people responding separately to each TRO associated with the scheme). The correspondence stating an objection to the TROs has been reviewed in order to understand the various reasons behind the objections.

A tally of the no. of times each theme was referred to in each objection has been made and is included in the table below, along with officer responses to each objection theme.

The three themes most referenced by people responding were:

- Changing the crossing facilities from traffic light controlled (pelican) crossings to zebras is dangerous/unsafe

- The shared use path will be dangerous for pedestrians, people will stand in the cycle lane and cycles will not stop
- The removal of parking

Themes & responses:

Cat.	Theme	TRO-27a-2013	TRO-27b-2013	TRO-27a&b	Total	Response
A	<b>Change from pelican to raised zebra</b> is dangerous/unsafe	6	6	30	<b>42</b>	It is now widely accepted and often cited in current guidance from Department for Transport that in general zebra crossings create a greater sense of pedestrian priority and also foster greater awareness of all road users when using our streets. The city council is aware that adding crossing facilities can be helpful but can also be of detriment to safety of an area/street. As the proposal for the Dyke Road area effectively forms a corridor approach it is necessary to review crossing provision as part of that process. Recent analysis of the overall safety between zebra crossings and light-controlled crossings in the city showed that zebras are out-performing light controlled crossing in terms of safety.
B	<b>Removal of railings</b> /street furniture/ clutter is dangerous/unsafe/bollards stop people parking	8	3	8	<b>19</b>	Removal of unnecessary railings and street furniture is part of creating a more pedestrian friendly environment where pedestrians are not restricted and the effective width of the footway is maximised. The fairly recent

						<p>removal of all guard-railings in Oxford Circus increased the amount of pedestrian space by about 70 percent. Guardrails are gradually being removed from London's streets. This is an ongoing project which forms part of the <u>Mayor's Transport Strategy</u> to improve the city's environment. As well as creating more street space TfL state that the safety benefits of removing guardrails include:</p> <p>Fewer obstacles for pedestrians</p> <ul style="list-style-type: none"> <li>- A reduction in accidents involving trapped cyclists and guardrails</li> <li>- Wider crossings and less overcrowding which make journeys quicker and more convenient for pedestrians</li> <li>- Improved visibility for drivers to see pedestrians, particularly children, and visa versa</li> <li>- More careful driving and slower speeds</li> </ul> <p>Originally intended to guide pedestrians away from the road, guardrails often have the opposite effect. People often walk around them, which can trap them in the road. Pedestrian guardrails are not vehicle restraint barriers and do not offer pedestrians protection from vehicles. In many cases, they provide a false sense of security to both pedestrians and drivers.</p>
C	<b>No need for a cycle lane/why are cycle lanes necessary</b>	5	6	12	<b>23</b>	A decent cycle network in the city requires the City Council to properly assess the conditions of the street

	<p>when there are others/why can't cycles go through Dyke Rd. park</p>				<p>environment to ascertain the most appropriate fit of cycle facility. People who are comfortable cycling on roads, among traffic are doing so already, but there are many who will not cycle, especially with young children unless they 'feel' safe cycling alongside motorised vehicles. In general lower speed of traffic and lower volume are the first principles to address (if possible) when creating good streets for cycling (and walking). These are basic comfort principle to address. If a human being on foot moves at 4mph and the average cycle user at 12mph but a motor vehicle can move at 30mph+ the speed differential is so far from the pedestrian or cycle speed that it makes people feel uneasy. Many streets in Brighton &amp; Hove have been reduced to 20mph in recent years, however, Dyke Road, though only classified as a B road near the city centre is considered arterial in terms of the overall network. The speed limit on Dyke Road will remain at 30mph until it meets with the Seven Dials junction. The volume and speed of traffic is such that a stronger solution for people who might choose to cycle if they thought they were given some protection from motor traffic is required.</p> <p>When first considering an approach to cycle facilities in Dyke Road officers pursued a suggestion by a local councillor to consider cycle facilities in Dyke Road park. In discussion with users of the park it was quite clear that the lower path on the east side of the park was more suitable to pedestrians only and that the raised path, adjacent to the parking was a good solution for cycle users to share with pedestrians in northbound direction.</p>
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						If cycle users were to use the lower path there could also be issues associated with lighting and good visibility.
D	<b>Cycle lanes</b> dangerous/unsafe for pedestrians	2	2	21	<b>25</b>	There is very little evidence of issues with pedestrians encountering difficulties across cycle lanes of the proposed configuration. Indeed the greater the cycle network, with a clear and consistent approach, the greater the understanding and legibility will be for both cycle user and people on foot. All designs are subject to independent Road Safety Audit which highlight any potential safety related considerations.
E	Concerned about reduction in <b>parking</b> (pressure on residential areas/school pick up and drop off) querying total number of parking spaces available before and after/ residents using P&D reducing availability for parents at Windlesham (parking north of Porthall Rd. should be ticketed only and not shared P&D)/removal of motorcycle parking nr. BHASVIC	9	1	25	<b>35</b>	The parking facilities in Dyke Road and adjacent to Dyke Road have been assessed. In total there are currently 48 parking spaces available on Dyke Road itself. Surrounding controlled zones were also observed to understand parking patterns. Surveys showed that parking in adjacent streets was rarely at capacity and revealed that in general more than 20 places were available at any given time between 7am and 7pm. In the proposals a total of 15 bays, 2 disabled bays and one motorcycle bay are to be removed at the southern end of the scheme area, opposite BHASVIC college. Efforts to mitigate the reduction have been made by including additional parking adjacent to Dyke Road park and assessing availability in streets adjacent to Dyke Road.
F	Existing/future <b>illegal parking</b> will become worse/more dangerous	5	1	16	<b>22</b>	With any new scheme it takes a while for changes to 'bed in'. We will request that parking enforcement officers patrol the area to enforce when appropriate, particularly in the early stages of changes having been

						made.
G	<b>Road narrowing</b> will increase <b>congestion</b> /restrict emergency vehicle access/increased journey times/more noise&pollution from standing traffic	1	4	18	<b>23</b>	The carriageway at Dyke Road will remain as a two-way street, which it is now. A road only has as much vehicle capacity as its narrowest point. It is also anticipated, particularly from seeing results at Old Shoreham Road where there has been an increase in cycle users of 38%, that more people will feel able to choose to cycle, walk and take the bus as a result of the facilities that support them to do so. The scheme has potential to improve traffic flow and reduce speed.
H	Concerned existing/future <b>rat-running</b> in residential streets	3	1	11	<b>15</b>	This can be monitored but the directness of Dyke Road against constrained an already constrained residential area make this unlikely.
I	<b>Disruption</b> caused through works/construction/OSR & Seven Dials works took a long time.	1	3	9	<b>13</b>	We do appreciate that a good deal of construction work has taken place in the vicinity in the last couple of years. OSR took 6 months to construct, even with a full road closure for the best part of 5 months. While it may be uncomfortable for a short while, the long-term benefits anticipated out-weigh a relatively short period of disruption. Every effort will be made, in co-ordination with our Network Management team to keep everyone moving. Disruption to the network is anticipated in the area with the development at BHASVIC college (12 months construction) and any street works the transport team undertake will align with these works where feasible.
J	<b>Data to support</b> view that <b>cycle lanes</b> will encourage more people to cycle?/Have	1	2	11	<b>14</b>	The key driver for creating facilities for cycle users in this area is to create a decent cycle network which caters for young people travelling to school in the area. The

	other cycle lanes increased cycles and decreased cars?/To support use of public spaces/Evidence that the changes are soundly based					facilities at Old Shoreham Road and Lewes Road have shown healthy increases in the number of cycle users following their completion. We are conducting Route User Surveys at Dyke Road which will also give us qualitative information on the user experience for those travelling on foot and by bike.
K	Possible <b>pavement width reduction?</b> (eastern side specifically mentioned)	6	5	11	<b>22</b>	There will be very little alteration to existing footway widths aside from a small section south of Porthall Road.
L	<b>Shared use paths</b> are dangerous for pedestrians/standing in cycle lane when crossing/cycles will not stop/cycles do not obey rules of road/not wide enough for both	6	7	21	<b>34</b>	Many city authorities in the UK implement only shared use areas for peds. & cycles, in B&H we have taken the opportunity to segregate where possible and integrate on short sections only (e.g. OSR). We are widening some of the upper footway area which is being shared and this will be for cycle users heading northbound only. While we anticipate that the lower path will become more pedestrian dominated we do not wish to exclude pedestrians from the upper path. If parking is to be retained alongside the eastern edge of the park then we are also conscious that cycle users should not be put in a position of conflict with vehicles parking.
M	<b>Loading and unloading</b> at local shops/Audi Garage (Highcroft/Upper Drive)esp/ with cycle lanes in place	1	2	10	<b>13</b>	The loading/unloading situation is under further review in light of the whole junction area being assessed & arrangements associated with parking and loading in front of the local shops. Further discussions with Audi are required before this section of cycle facility can be implemented effectively.
N	Concerned about losing mature <b>trees</b>	4	3	2	<b>9</b>	There are no mature trees being lost at all. One young tree is proposed to be relocated to maximise parking

						space.
O	Retain the loading concession outside the houses between Port Hall Road and Windlesham School with it's current restrictions in place for school hours.	4	3		7	This will be investigated further.
P	Proposals are unclear/insufficient consultation	1		4	5	Details of the consultation approach can be found in the report taken to ETS cttee on 26 <sup>th</sup> November 2013 which show clear proposals, including location of cycle facilities, changes to crossings being proposed and removal/relocation of parking.
Q	Restrictions to parents being able to pick up and drop off along Dyke Road not wanted	1			1	Parking restrictions are in place to maximise the safety of all users of the area. BHCC have sent links to Windlesham School about park and stride and other information to help alleviate traffic related issues associated with school pick up and drop off. School Travel Officers are also available to work with schools keen to address issues associated with travelling to school.
R	People using the <b>park</b> should come before people who cycle	1			1	We anticipate that more people will be able to access the park by walking, cycling and taking the bus there as a result of these proposals. These people, regardless of how they choose to travel are all considered potential users of the park.
S	Concerned about business (Windlesham)	1			1	BHCC is concerned about the business of the city council in managing our streets and how 270K people who live here and 8 million people who visit our city each year are able to get around. A balance needs to be



						struck and we must seek to use our public highway network more efficiently.
T	Questioning capacity assessments (parking)	1		2	<b>3</b>	Parking surveys are conducted by an independent consultancy working with BHCC on the scheme design.
U	Children too young to cycle to school			1	<b>1</b>	Some children will certainly be too young to cycle to school on their own but the facilities mean that parents may be able to consider the viability of cycling with their children. There are also many 6 <sup>th</sup> form students travelling to schools in the area so we are taking account of all ages and ability.
V	Problems with cars passing one another at Port Hall Rd.			1	<b>1</b>	A street such as Porthall, like most streets in Brighton & Hove was never designed to cope with a high level of motor vehicle traffic. Do we widen and take away parking and footway areas on Porthall Road? This is a residential street and as such our approach is to facilitate easier movement through alternative transport modes.
W	Overall unsafe			12	<b>12</b>	All our street improvement works/proposals are subject to Road Safety Audit process. This is completed by independent assessors who specifically consider any potential safety implications at design stage and again once a scheme is completed.
X	<b>Parents at Windlesham will block the cycle lane</b>			1	<b>1</b>	Our enforcement team will patrol the area to enforce where appropriate.
Y	Other issues outside of scope area. Cycle lanes further <b>north on Dyke Rd.</b> are parked in./Dyke Rd./Upper Drive crossings need to be			4	<b>4</b>	We have certainly considered the need to improve conditions further north of The Upper Drive/Highcroft Villas along Dyke Road. Enforcements officers are able to address instances of anti-social parking where restrictions exist. Unfortunately such restrictions do not

	included/signals take too long/parking and bus expense /Speed humps & 20 mph should be used					cover the full length of Dyke Road. Upon review of available budget and resource it became clear that the best use of available funding was to focus on creating a good cycle network connection between existing facilities at Old Shoreham Road and further south along Dyke Rd and linking those facilities in with the proposed 20mph speed limit along The Upper Drive.
X	How much is this going to cost tax payers?			3	3	The budget available for the scheme currently stands at £150K and officers have secured s.106 funding of approximately £90K in addition to this.

Reasons for objecting to the TROs have been grouped together under a theme and listed in order of number of times mentioned as follows:

Cat.	Theme	Total
A	<b>Change from pelican to zebra</b> is dangerous/unsafe	<b>42</b>
L	<b>Shared use paths</b> are dangerous for pedestrians/standing in cycle lane when crossing/cycles will not stop/cycles do not obey rules of road/not wide enough for both	<b>34</b>
E	Concerned about reduction in <b>parking</b> (pressure on residential areas/school pick up and drop off) querying total number of parking spaces available before and after/ residents using P&D reducing availability for parents at Windlesham (parking north of Porthall Rd. should be ticketed only and not shared P&D)/removal of motorcycle parking nr. BHASVIC	<b>34</b>
D	<b>Cycle lanes</b> dangerous/unsafe for pedestrians	<b>25</b>
C	<b>No need for a cycle lane</b> /why are cycle lanes necessary when there are others/why can't cycles go through Dyke Rd. park	<b>23</b>
G	<b>Road narrowing</b> will increase <b>congestion</b> /restrict emergency vehicle access/increased journey times/more noise&pollution from standing traffic	<b>23</b>

K	Possible <b>pavement width reduction?</b> (eastern side specifically mentioned)	<b>22</b>
F	Existing/future <b>illegal parking</b> will become worse/more dangerous	<b>22</b>
B	<b>Removal of railings</b> /street furniture/ clutter is dangerous/unsafe/bollards stop people parking	<b>19</b>
H	Concerned existing/future <b>rat-running</b> in residential streets	<b>15</b>
J	<b>Data to support</b> view that <b>cycle lanes</b> will encourage more people to cycle?/Have other cycle lanes increased cycles and decreased cars?/To support use of public spaces/Evidence that the changes are soundly based	<b>14</b>
M	<b>Loading and unloading</b> at local shops/Audi Garage (Highcroft/Upper Drive)esp/ with cycle lanes in place	<b>13</b>
I	<b>Disruption</b> caused through works/construction/OSR & Seven Dials works took a long time.	<b>13</b>
W	Overall unsafe	<b>12</b>
N	Concerned about losing mature <b>trees</b>	<b>9</b>
O	Retain the loading concession outside the houses between Port Hall Road and Windlesham School with it's current restrictions in place for school hours.	<b>7</b>
P	Proposals are unclear/insufficient consultation	<b>5</b>
Y	Other issues outside of scope area. Cycle lanes further <b>north on Dyke Rd.</b> are parked in./Dyke Rd./Upper Drive crossings need to be included/signals take too long/parking and bus expense /Speed humps & 20 mph should be used	<b>4</b>
T	Questioning capacity assessments (parking)	<b>3</b>
X	How much is this going to cost tax payers?	<b>3</b>
Q	Restrictions to parents being able to pick up and drop off along Dyke Road not wanted	<b>1</b>
R	People using the <b>park</b> should come before people who cycle	<b>1</b>
S	Concerned about business (Windlesham)	<b>1</b>
U	Children too young to cycle to school	<b>1</b>
V	Problems with cars passing one another at Port Hall Rd.	<b>1</b>
X	<b>Parents</b> at Windlesham <b>will block the cycle lane</b>	<b>1</b>