

<b>Subject:</b>	<b>A259 (Brighton Marina to Newhaven) - Request for studies</b>		
<b>Date of Meeting:</b>	<b>28 November 2017</b>		
<b>Report of:</b>	<b>Executive Director – Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Andrew Renaut</b>	<b>Tel: 01273 292477</b>
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<b>Ward(s) affected:</b>	<b>East Brighton, Rottingdean Coastal, Woodingdean</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 A petition led by SAFE (St Aubyn's Field Evergreen – a site in Rottingdean Village that is proposed to be redeveloped) and supported by Rottingdean Parish Council [RPC] and Saltdean Residents' Association [SRA], has been presented to and considered by Lewes District [LDC], East Sussex County [ESCC] and Brighton & Hove City Councils. The city council is the Local Planning Authority and the Local Highway Authority, but within East Sussex, LDC is the Local Planning Authority and ESCC is the Local Highway Authority.
- 1.2 The petition requested that traffic, economic, air quality and quality of life studies should be jointly carried out by the city council, LDC and ESCC in order to address issues related to congestion on the A259 between Brighton Marina and Newhaven which are considered to be affecting local communities.
- 1.3 This report outlines the considerations given to, and the decisions made on, the petition in neighbouring authorities and it is recommended that a number of actions should be carried out by the city council. These include joint working with the other two local authorities and their respective local organisations and communities, where appropriate, to seek to address the respective issues connected with the A259 that are their respective responsibilities.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee notes the decisions taken by Lewes District Council and East Sussex County Council in relation to the petition on the A259 as set out in Appendix 4 of this report.
- 2.2 That the Committee requests that officers continue to work jointly with Lewes District Council, East Sussex County Council, and Rottingdean Parish Council on cross-boundary issues related to current and future development proposals and travel and traffic issues, especially those experienced by local people and communities on the A259.

- 2.3 That the Committee requests that officers have regard to the role and future of the A259 when responding to the forthcoming Government consultation on proposals for a Major Road Network.
- 2.4 That the Committee requests that officers provide SAFE (St Aubyn's Field Evergreen), Rottingdean Parish Council, and Saltdean Residents' Association and ward councillors with the sources or details of available data, research and information referred to in paragraph 5.2 of this report.

### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The section of the A259 between Brighton Marina and Newhaven is approximately 8 miles (13 kms) in length. In Brighton & Hove, the 3 mile (5km) section that links the Marina with the city's boundary at Saltdean carries varying levels of traffic in both directions each day. The current, average, daily (24 hour) two-way flow (based on two automatic traffic counters east and west of Rottingdean) is 25,000 vehicles and there are daily queues at busy times, as there are on many other busy routes within the city. Compared to average flows in 2007, the current flows each day have reduced by approximately 3,000 vehicles (from 28,000 vehicles).
- 3.2 In May 2007 the 12 and 14 bus routes were carrying around 73,000 passengers per week. In early 2017 they were carrying approximately 122,000 passengers per week; an increase of 67%. The number of peak hour buses along the A259 has almost doubled since before the bus lane was installed, and there are now 25 buses coming into the city between 7.30 and 9am on the 12 and 14 routes compared with only 13 back in 2007.
- 3.3 The city is a significant influence on those flows and the patterns of movement that take place within the wider Greater Brighton City Region and beyond, and people's travel options and choices have an effect on busy routes and some of the local communities that are close to them. This can result in localised problems such as the Air Quality Management Area that has been declared in Rottingdean High Street.
- 3.4 The petition was started in March 2017 and has been presented to all three local authorities. The full wording is included in this report as Appendix 2. It refers to a number of different issues, which are connected by current transport and travel patterns and choices and the consequences of these on the A259 and local communities. Both SAFE and other organisations have previously raised some of these issues in meetings with council officers and at council meetings with other councillors since 2015, although the focus of those discussions and decisions has been about Rottingdean High Street.
- 3.5 The A259 petition was initially presented to Brighton & Hove's Full Council meeting in April 2017 and debated by councillors as it had exceeded the 1250 signature threshold. It was resolved that the petition be noted and referred to the Environment, Transport & Sustainability Committee for consideration at its meeting on the 27th June 2017. In June 2017, this committee considered and agreed to note the petition, and the full response given to the petition by the Chair is attached at Appendix 3. In summary, this response indicates that a number of studies have already been carried out by the respective authorities in

relation to the issues raised in the petition, and ongoing monitoring. It was also minuted that “The Chair stated that it was the intention that the committee would receive a report once all information was known”.

3.6 Since June, both LDC and ESCC have completed their considerations of the petition and made their respective decisions, as outlined below, enabling this report to be written. LDC has received and considered the petition on two occasions (10 May 2017-Full Council Meeting and 17 July 2017-Full Council Meeting) and ESCC has received and considered the petition on three occasions (23 May 2017-Full Council Meeting, 25 September 2017-Lead Member for Transport and Environment Meeting, and 17 October 2017-Full Council Meeting).

3.7 Both councils have concluded that they will continue to work in partnership with both other councils and other elected bodies and local organisations and have re-emphasised the policy and requirements set out in the adopted LDC Local Plan. These state that significant development proposals on the coastal strip will require the identification and delivery of a co-ordinated package of transport measures to mitigate the impacts on the A259 coast road which will include effective enhancements to the existing bus service levels and infrastructure in the A259 corridor. The outcome of that package is expected to increase the share of total journeys for bus use for the whole area/community, not just arising from the new development itself. The final, minuted decisions made by LDC and ESCC are attached to this report as Appendix 4.

3.8 In July this year, the Government published its Transport Investment Strategy which included a commitment to consult on proposals for creating a ‘Major Road Network’ [MRN]. The MRN would form a designated, middle tier of the country’s busiest and most economically important, local authority ‘A class’ roads, sitting between the national Strategic Road Network [SRN] and the rest of the local road network. As part of this consultation, the Government will also make proposals to allocate a proportion of the National Roads Fund to the MRN. Further consideration of the role and future of all of the city’s ‘A class’ roads, including the A259, can therefore be undertaken as part of the preparation of the council’s response to that consultation when it is started. Any such response will also inform and/or take into account the views expressed by the emerging Sub-National Transport Body, Transport for the South East [TfSE], which includes ESCC.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

4.1 When responding to the petition in June, the Chair of this committee indicated that there were already a number of existing studies connected with the issues raised in the petition and in relation with future planned growth, and ongoing monitoring of traffic flows and air quality levels. These data will therefore continue to inform the priorities of the council and any subsequent decisions or actions that may be required in the future. Individual planning applications that are received will also be considered on their merits, including transport and highway issues, and recommendations will be made by Planning case officers prior to any consideration and final decision by the Planning Committee. This report and its recommendations have taken full account of the considerations and decisions made by both LDC and ESCC.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The petition was led by SAFE and supported by RPC and SRA. The e-petition was made available on the council's website and received 1272 signatures. Officers have been in regular correspondence with local residents and organisations and attended meetings regarding the issues of concern expressed in the petition, and correspondence has also been received from Lloyd Russell-Moyle MP about the petition. Work will also continue locally in liaison with ward councillors and Rottingdean Parish Council regarding proposed traffic measures in the High Street to improve traffic flow and reduce air pollution.
- 5.2 In addition to all the consultation that has been undertaken, and the supporting evidence that has been produced prior to the adoption of the City Plan Part 1, traffic data have been provided to local people in response to various, individual requests over a number of years. Data from the council's permanent monitoring sites on the A259 (which are available on the council's website) are also regularly updated, and research was published in 2015 about transport and the economy in the Greater Brighton City Region on behalf of the partner authorities. Other current work which is relevant to the requests made in the petition includes the development of a new Economic Strategy for the city and City Region, and the publication of the most recent monitoring of air quality levels in the city. It is therefore recommended that the lead and supporting petitioners are made aware of this material or its sources, in order to ensure that they are aware of and have access to all current, available information relating to the petition.
- 5.3 City council officers have also responded to consultation on the Lewes District Local Plan and made representations and suggestions regarding proposed development and transport policies on or adjacent to the A259, which have resulted in changes to policy wording.

## **6. CONCLUSION**

- 6.1 This report acknowledges and takes into account the consideration given to the petition by Lewes District and East Sussex County Councils, and the decisions made by those respective authorities. No further studies beyond those already carried out are planned and officers and councillors will continue to participate in joint discussions with the respective local councils about development and transport issues that affect local people, and ensure that all past or current information is readily available. This work will include the preparation of a response to the forthcoming Government consultation on proposals for a national Major Road Network, based on considerations that will include the city's 'A class' road network.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 There are no direct financial implications associated with this report and its recommendations, as all the actions recommended can be undertaken within the existing revenue budgets available to the City Transport Division during 2017/18.

*Finance Officer Consulted: Gemma Jackson*

*Date: 27/10/17*

#### Legal Implications:

- 7.2 There are no direct legal implications associated with this report and its recommendations. Given the studies that have been requested in the petition, the council has complied with the respective legislation related to the preparation and approval of its City Plan Part 1 in 2016 (the Planning and Compulsory Purchase Act 2004); its Local Transport Plan (the Transport Act 2000 and Local Transport Act 2008), which was approved in 2015; and its duties related to air quality (the Environment Act 1995).

*Lawyer Consulted: Stephanie Stammers*

*Date: 27/10/17*

#### Equalities Implications:

- 7.3 There are no direct equalities implications associated with this report and its recommendations. An Equality Impact Assessment would not usually be carried out in order to respond to a petition or when considering a request for new studies, but the council will ensure that due regard is given to equalities issues that may arise during continued and future dialogue with the adjacent district and county councils and other local organisations about transport and planning issues.

#### Sustainability Implications:

- 7.4 The primary sustainability implication that is relevant to this report and its recommendations relates to 'encouraging low carbon forms of transport to reduce emissions, and reducing the need to travel'. These issues underpin the council's strategies and approaches to transport and planning and will therefore continue to be prioritised in continued and future dialogue with the adjacent district and county councils, and other organisations.

#### Any Other Significant Implications:

- 7.5 Other significant implications associated with this issue are set out in Appendix 1 of this report.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Any Other Significant Implications
2. Petition presented to BHCC Full Council (April 2017) and Environment, Transport & Sustainability Committee (June 2017)
3. Minuted response of the Chair of BHCC Environment, Transport & Sustainability Committee (27 June 2017)
4. Minuted decisions made by Lewes District Council and East Sussex County Council between July and October 2017

## **Documents in Members' Rooms**

1. None

## **Background Documents**

1. Minutes of BHCC ET&S Committee (June 2017)
2. Minutes of BHCC Full Council (April 2017)
3. Report and minutes of BHCC ET&S Committee (October 2016)
4. Reports and minutes from meetings of East Sussex County Council (23 May 2017, 25 September 2017 and 17 October 2017)
5. Reports and minutes from meetings of Lewes District Council (10 May 2017 and 17 July 2017)
6. BHCC Air Quality Annual Status Report (2017)
7. BHCC City Plan Part 1 (2016) and associated Strategic Transport Assessments (2013 and 2014)
8. BHCC Local Transport Plan (2015)
9. Letter from Lloyd Russell-Moyle MP (July 2017)
10. BHCC response to LDC Local Plan consultation (October 2015)
11. Lewes Local Plan – Part 1: Joint Core Strategy (May 2016)

**Any Other Significant Implications**

Crime & Disorder Implications:

- 1.1 There are no crime and disorder implications associated with this report and its recommendations.

Risk and Opportunity Management Implications:

- 1.2 The petition has highlighted concerns about the effects of congestion on local communities and users of the A259 as a strategic transport corridor. These have been noted in the context of addressing existing, identified risks in the EEC Directorate Plan (2017-2020) such as the 'resilience of the city's transport infrastructure', and exploring or identifying business and community development opportunities that could be implemented to sustain or improve aspects of the city, including the local economy.

Public Health Implications:

- 1.3 The concerns expressed in the petition about air quality and people's quality of life will be reflected and addressed within a number of the council's existing strategies and plans including the Mental Health and Wellbeing Strategy (2014); Local Transport Plan (2015); and Air Quality Annual Status Report (2017). These plans and strategies will aim to create and develop healthy and sustainable places and communities.

Corporate / Citywide Implications:

- 1.4 The A259 is a key east-west corridor within the city's and Greater Brighton City Region's wider transport network. It is also an important feature of the city's seafront and serves the city centre and its significance is reflected in a number of strategies and plans including the council's City Plan Part 1 (2016); Seafront Investment Plan (2016) and Local Transport Plan (2015).

