

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: Dyke Road cycling and pedestrian improvements (Friends of Dyke Road Park)

I am making this statement on behalf of the Friends of Dyke Road Park. It represents the views expressed by the overwhelming majority of the 15 people who have attended our meetings over the past four months, and those who have spoken to me at other times or have contacted me by email in response to this statement being circulated.

We are grateful to Abby Hone and Martin Heath for consulting with us on the project and for explaining to us the concept behind it.

We accept that it is important to provide improved facilities for cyclists, and recognise that, due to physical constraints, the pavement on the park side of the road will have to be a shared cyclist/pedestrian space. We will watch with interest to see how it works.

While we recognise the need for improved facilities for cyclists, we do *not* consider a change in the crossing arrangements on Dyke Road from light-controlled to zebra crossings to be an 'improvement' for pedestrians.

Nor do we feel that the removal of safety barriers at the top of Crocodile Walk or outside Windlesham School would do anything to 'improve' the safety of the hundreds of children and young people who emerge each day on to a narrow pavement beside a busy main road. We believe that the removal of the barriers would not only be potentially dangerous to the children, but would cause unnecessary stress to parents and passing motorists.

While such schemes may be appropriate for residential streets and other 20-mph zones, they do not seem to us sensible on a poorly lit, 30-mph road, used by HGVs and buses.

We feel that the two light-controlled crossings give pedestrians an unambiguous indication as to when it may be safe to cross (with appropriate checks). For the elderly, or those with visual impairment, they may be the *only* way they can cross the road.

For drivers of cars, buses and HGVs, such crossings not only provide an unambiguous message, but sufficient *time* to take the necessary action.

As either pedestrians or motorists we have no objection to waiting at the lights for our turn to proceed.

We therefore urge you to maintain light-controlled crossings at both the current locations. They have served the area well for the last 20 years, and we see no reason to change them.

Jannet King (Lead Spokesperson)

(ii) Deputation: Safety Concerns - Dyke Road pedestrian and cycle facilities proposals

We wish to urgently draw the ETS Committee's attention to serious safety issues within these plans. We believe that 'new thinking' on safety management has been applied generically to the scheme, without taking into account the specific environment – that of a major artery into the city (with the associated heavy traffic flows), but also a popular thoroughfare for large volumes of pedestrians, especially young pre-school and school children (of all ages). This is due to there being numerous educational establishments and attractions (such as Dyke Road Park) in the area. The area also has very good road safety management already in place, which is long established and well used. To make changes to this seems unnecessary at best, and reckless at worst. The proposals have also failed to reach many interested parties in the area (due to flaws in the consultation process), and awareness of the fine detail of the project is very low (not helped by the ever-changing and difficult to interpret plans). We have found from talking to local users that the headline figures provided by the informal consultation do not reflect the views of the majority, many of which are concerned about the following key issues:

Removal of safety guard rails outside of Windlesham Primary School & Nursery (not marked on any of the consultation/TRO diagrams – 190 Dyke Rd – photos 3&4) and at the top of Crocodile Walk (see photos 5&6). Both sets of railings prevent young children, who are exiting vertically to the normal pavement flow, from accidentally running/falling into the road. This is particularly evident when there are large numbers of children on the pavement at peak school run times. The Croc Walk railing also guides pedestrians to use the crossing rather than take an 'unsafe' line of desire' to cross at the busy junction of Porthall Road. There can be no doubt these have saved numerous accidents/lives of young children, over many years.

Changing both pelican (traffic light) crossings to zebras. Pelican light crossings are already in place and have served the community well. They are suitable for an area with high levels of traffic and pedestrians crossing the road at peak times, ensuring that both safety and traffic flow are given priority (see accident & collision figures and photos 1&2). The crossings work and are simple for all users to understand, particularly young children, vulnerable adults and the partially sighted (the area is also poorly lit due to tree coverage).

Creating a shared pavement and cycle lane by the proposed zebra crossings on the eastern side of the road. This is a new proposal that has just been added (and not consulted on at any stage). One of these shared areas will be directly outside the entrance of Windlesham School – children will exit around a blind corner straight into a cycle lane – this is extremely dangerous and devoid of common sense.

The school's location continues to not be marked on these plans.

Creating a shared pavement and cycle lane by Dyke Road Park. As well as the usual risks associated with a shared pavement, there are also a number of trees that will be in the centre of the lane acting as obstacles for lines of vision and flow of movement. There is parking by the side of the lane so cars will be opening doors directly onto this, with children disembarking. Young children and the elderly find such ambiguous arrangements threatening and confusing.

Please consider the safety element of these plans carefully and give it the priority it deserves – reject the proposals to remove the guard rails and change the crossings from pelicans to zebras and insist on separate cycle lanes on both sides of the road (this can be achieved and it should be noted that it is generally agreed that shared unsegregated lanes are not appropriate for busy pedestrian pavements and are seen as a 'last resort')

Ali Heal (Lead Spokesperson)
Kathryn Nott

Supplementary Information

Pelican crossing and guard railings functioning as intended outside Windlesham Primary School (190 Dyke Road)

Photo 1



Photo 2



Photo 3 – Windlesham school entrance, guard railings and pelican crossing – this is where a shared cycle lane/pavement is proposed

Photo 4 – view out of Windlesham school towards Dyke Road – railings in front



Photo 5 – exit out of Croc Walk onto Dyke Rd



Photo 6 – view from Croc Walk towards Dyke Rd – safety railings protecting from



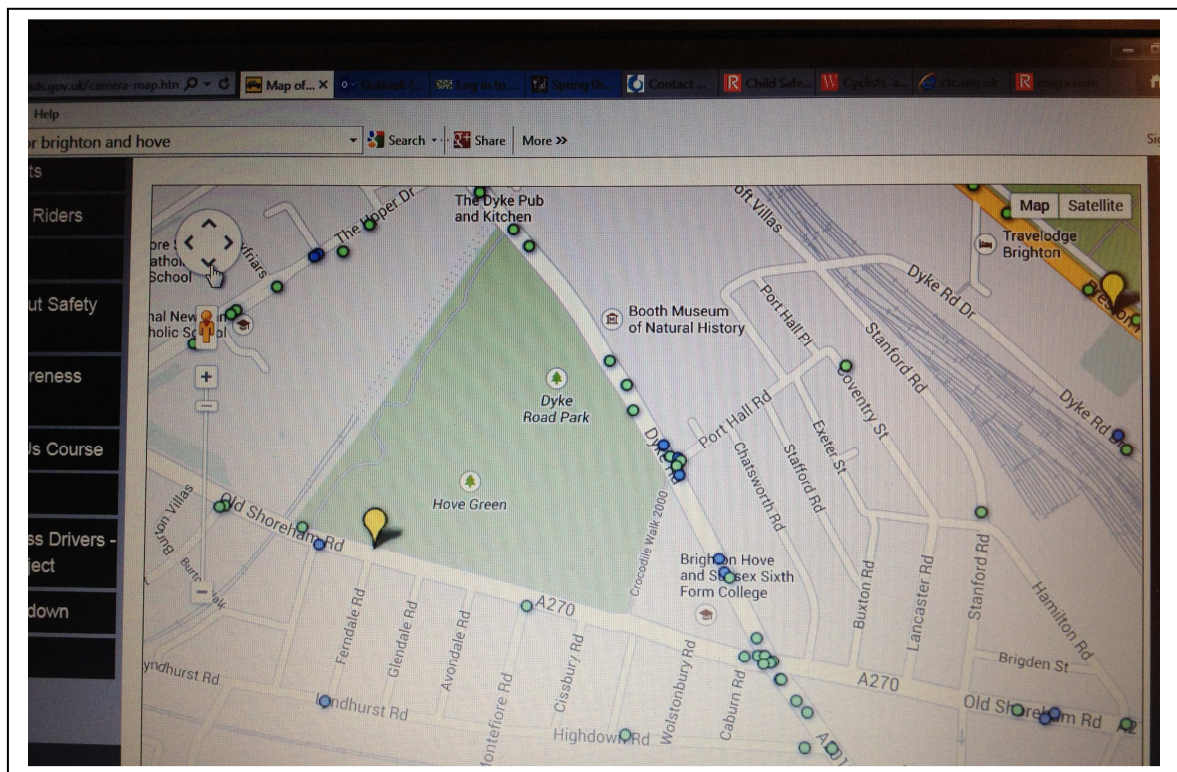
Proposed shared cycle lane/pedestrian pavement on west side of road (by Dyke Road Park)
Photo 7



As can be seen in the photos there is plenty of room alongside the pavement on the grass verge where a separate cycle lane could be introduced. Currently the plans shift the pavement over slightly (@ 0.5m) so that the large line of trees in the photos are positioned in the centre of this 'shared pavement', acting as an obstruction to lines of sight and movement for pedestrians and cyclists.

Sussex Safer Roads Partnership Accident and Collision data for period Oct 2008 – Sept 2013

Key to dots – Red – fatal, Blue – serious, Green – slight



The area is not an accident black spot and has a very good safety record for such a busy main road – the safety management in the area works.

(iii) Deputation: Creation of new Residents Parking Zone E

I, and my neighbours listed below, are submitting this deputation in support of the Council's proposals contained in Orders TRO-1a-2014 and TRO-1b-2014 due to be considered by the Environment, Sustainability and Transport Committee on 4 March 2014.

In 2009 Controlled Parking Zone A was introduced around Preston Park Station and in 2011 it was extended to Tivoli Crescent. This has resulted in parking spaces in the roads to the west of the station (ie Tivoli Crescent North, Tivoli Road, Maldon Road and Matlock Road) becoming increasingly monopolised by commuter cars, long term ('Gatwick') parking and cars 'dumped' for long periods by their owners. Local residents have had an ever more impossible task finding parking near their home. Moreover increased congestion has resulted in anti-social and dangerous parking across driveways, on corners and on grass verges. This has particularly affected the east side of Dyke Road between Tivoli Crescent North and The Drove. Please see examples of this in the photo dossier attached.

Something obviously needed to be done and the Council's consultation last autumn on a proposed extension of Zone A to the above roads resulted not just in a 50/50 split in opinion but also generated a great deal of debate and prompted many individual views and suggestions being sent to the Council. We therefore believe that it was entirely proper for the latter to revise their original proposal in the light of the suggestions and comments they received and make appropriate changes, the most significant of which is the creation of a separate Controlled Parking Zone E for the above roads with relaxed controls at weekends. A review of how the new Zone might effect nearby roads Hazeldene Meads and The Beeches was also included in the revised proposals following residents' representations.

We believe the proposals in Orders TRO-1a-2014 and TRO-1b-2014 will :

- Greatly improve parking for residents in the roads to be included in the new Zone E
- Significantly increase safety in the area, not least in respect of dangerous parking on Dyke Road
- Bring a calmer and more pleasant environment to the area, with fewer vehicles generally.
- Hopefully encourage commuters etc to make greater use of the currently very *under-used* 'pay-and-display' parking close to Preston Park station, especially if tariffs etc there are revised to increase usage. Introducing Zone E need not therefore be just '*shifting the problem to another area*'.
- Provide good short term parking for visitors to the area (albeit pay-and-display on weekdays) thus helping residents and local businesses alike.
- Secure local parking in our area for the future irrespective of what parking restrictions/ reductions are introduced in nearby locations such as west of Dyke Road and BHASVIC (Planning Application No BH2013/03816).

During the past 6 months a few local residents have been calling for greater consultation. With the Council's exercise last September, three hearings before the EST Committee in the past 3 and a half years, the Council's mailshot of 6 January 2014, many and varied local leaflets, meetings & discussions, not to mention Ward Councillors' soundings and surgeries, correspondence in The Argus and the publicised Council Orders, we believe that quite enough consultation and debate has

gone on here. Local residents have taken full opportunity to express their views and as a result the Council has put forward a very balanced and reasonable proposal. It's now time to get on and implement it.

Peter Meekings (Lead Spokesperson)

Helen Jones

Bob Wall

Dan Taylor

Martine Danby

Lorna Redhead

Supplementary Information
Picture showing parking issues in proposed new Zone E



Tivoli Crescent North – bumper to bumper



Maldon Road : Car blocking disabled bay (Red car only belongs to home owner)



Dyke Road: Vans parked both sides of driveway obscuring vision of resident pulling out



Dyke Road : View south pulling out of drive



Dyke Road : View north pulling out of drive



Tivoli Crescent North : Non-residential vans

- (iv) **Deputation** requesting that Preston Drive, Stanford Avenue and Surrenden Road are included in the 20mph Speed Limit programme in Brighton and Hove (Phase 2)

As a resident of the Preston / Fiveways area of Brighton, I am asking Brighton and Hove City Council to reconsider the decision not to reduce the speed limit on Preston Drive, Stanford Avenue and Surrenden Road to 20mph. More than 742 people signed my petition in support of this aim, most of them with a BN1 postcode. I presented the petition documents to Council on 30/1/14.

These streets were excluded from the 20 mph speed limit programme by councillors' amendments at the Environment, Transport & Sustainability Committee on 11/12/13. We strongly support the inclusion of all the roads currently identified for 20mph speed limits in the Preston area in TRO-3d-2014, but we strongly object to the exclusion of Preston Drive, Stanford Avenue and Surrenden Road (along its whole length) in TRO-3d-2014 and TRO-3e-2014.

I urge this Committee to take immediate steps to ensure that these residential streets are again included in the 20 mph speed limits programme.

The following points support our case:

- There are many schools and routes to school in this residential area; also parks and nurseries.
- There is enormous local strength of feeling that people, and specifically children are at risk from motor vehicles going too fast.
- Research evidence is overwhelmingly in favour of traffic speed reduction as a means of reducing road danger, encouraging walking and cycling and improving street ambience.
- Preston Drive and Stanford Avenue are not key bus routes as stated in one amendment.
- Voting in the consultation on the above roads was extremely marginal.
- The negative media campaign during the 20 mph consultation may have influenced respondents to vote against 20 mph. Adjudication by the Advertising Standards Authority(ASA) on two full page adverts published during the consultation was that they breached the advertising code on misleading advertising and substantiation. (The rulings are on the ASA's website at: http://www.asa.org.uk/Rulings/Adjudications/2014/2/Unchain-the-Brighton-Motorist/SHP_ADJ_243394.aspx and http://www.asa.org.uk/Rulings/Adjudications/2014/1/GMB-Brighton-and-Hove-Taxi-Section/SHP_ADJ_245585.aspx)
- Residents of Surrenden Road voted in favour of 20mph.
- There is an accident cluster at the junction of Surrenden Road and Preston Drive
- Excluding these streets from the 20mph scheme will cause confusion, inconsistency and unnecessary cost.
- If these streets aren't included, there will be the anomaly of Ditchling Road having a 20 mph limit up to the Fiveways junction, while adjacent streets Stanford Avenue and Preston Drive remain at 30 mph.
- The exclusion of these streets was not in line with Brighton and Hove City Council officers' recommendations.
- Increases to motor vehicle journey times will often be negligible or non-existent when time stopped at junctions and crossings is taken into account.
- The BHCC Scrutiny Panel on 20mph in 2010 recommended 20mph in all residential streets of Brighton & Hove.

- All political parties on BHCC have stated their support for lower speeds in residential streets.

Becky Reynolds (spokesperson)