

4 March 2014

Brighton & Hove City Council

WRITTEN QUESTIONS**(iii) Dyke Road Park Cycle and Pedestrian Improvements- Judith Waite**

Given that:

“Choice of crossing facilities should be appropriate for prevailing environment (5.1.3) minimum of 1,000 Windlesham crossings per day on busy road with no speed cameras/School highway signs •Signalised Crossing benefits the high number of children (5.5.6) removes need for pedestrians to assert precedence/warns vehicles to stop (5.5.3) Zebra visibility concerns(7.1.1/5.5.6) •Zebra causes 'peak time' vehicle delays (5.2.19 /5.2.17) vehicles less likely to adhere to highway rules •No definitive safety argument in favour of Zebra (5.5.11) Why risk changing current crossings which pedestrians trust when fit for purpose/have good safety record (5.5.9/5.5.10)?”

Note: brackets indicate references to 'Dyke Road Cycle and Pedestrian Improvements' Pedestrian Crossing and Guardrailing Assessment (reference number 102470)'

(iv) Preston Park Triangle Informal Consultation- Leona Vincent

"Can you reconsider and include Preston Drove, or the Eastern half of it, in the proposed extension to CPZJ?

Preston Drove is a long road with different requirements at either end. There may be a higher parking : household ratio overall, but mainly due to parking alongside Preston Park in the west. At the Eastern end there are houses and shops both sides of the road and parking is already under severe pressure. Here Preston Drove suffers displacement parking from the existing CPZ, there is no doubt it will get a lot worse if it is removed from the proposed extension."