

A23 North (Patcham) Consultation Comments Summary

The A23 North (Patcham) public consultation was held between 15th July and 9th September 2024. The proposed changes focus on a key section of the A23 corridor, aiming to enhance bus reliability, maintain cycling access, and support the city's goals for reducing emissions and promoting active travel.

The proposed changes focus on a key section of the A23 a vital route for commuters, residents, and public transport services. These changes include the reconfiguration of existing cycle lanes and the introduction of a shared bus and cycle lane and new signalised crossing facility. The scheme is designed to:

- Improve bus journey reliability and prioritisation
- Maintain and enhance cycling access in line with national design standards (LTN 1/20)
- Support the Council's wider goals of reducing carbon emissions, encouraging active travel, and improving air quality

A total of 496 valid responses were received during the consultation period. Feedback has been carefully reviewed and grouped into key themes. The main points raised include:

- **Turning Movements and Access (43%):** A significant proportion of respondents expressed concern about the ability to turn right into the Brangwyn Estate or onto Old London Road, as well as the proposed closure of the slip road. Notably, 25% of these respondents mistakenly believed that all right turns would be banned, which is not the case.
- **Cycling Infrastructure (18%):** Concerns were raised about the removal of the existing cycle lane and the introduction of a shared bus and cycle lane, particularly regarding safety and comfort for less confident cyclists.
- **Use of Public Funds (10.5%):** Some respondents felt that the funding should be redirected to other priorities such as pothole repairs, resurfacing, or reducing bus fares.
- **Local Engagement (4.2%):** There was relatively low participation from residents living directly within the vicinity of the scheme.
- **Stakeholder Feedback:**
 - Brighton & Hove Buses supported the proposals, citing frequent delays on this route that affect journey times and service reliability.
 - Cycling stakeholders expressed reservations, stating that the current infrastructure is already suitable and that the proposed changes may reduce comfort and perceived safety for cyclists.
 - Ward councillors expressed support for several aspects of the scheme, including the proposed speed reduction and the introduction of a new signalised pedestrian crossing, recognising their potential to improve

safety and accessibility. However, they also raised concerns about the shared use bus and cycle lane, particularly in relation to cyclist safety and comfort.

A23 North (Patcham) TRO Comments Summary

As part of Brighton & Hove City Council's ongoing efforts to improve sustainable transport infrastructure, three Traffic Regulation Orders (TROs) were advertised relating to proposed changes along the A23 North (Patcham) corridor. The TRO process is a statutory requirement that allows any member of the public to comment on proposed changes to road use and traffic management, following the initial consultation held.

A total of 70 comments were received to the three TROs during the comments period. Of these:

- 45 comments objected to the introduction of the new bus and cycle lane
- 13 comments objected to the removal of the existing cycle lane
- 10 comments raised concerns about speed

The rest of this document summarises the key themes and comments made during the TRO comments stage and provides responses to clarify the rationale behind the proposed changes, address concerns, and demonstrate how the scheme aligns with broader transport and environmental objectives.

All feedback received has been carefully reviewed and grouped into five main categories/themes.

Please see officer responses in **red** below:

Cycling Concerns

- Opposition to removing the existing cycle lane.
- Shared bus/cycle lane seen as unsafe, especially for children and less confident cyclists.
- Fear of close passing by buses and taxis.
- Proposal contradicts the Council's goals to promote active travel and reduce emissions.

Response:

While the existing cycle lane falls short of the minimum 1.5 m width in places recommended by LTN 1/20, replacing it with the proposed 4 m shared bus and cycle lane brings the route into minimum compliance under constrained conditions. The benefits of this change lie in achieving technical compliance, maintaining cycling access, and supporting bus prioritisation.

Traffic and Access

- Concerns about increased congestion, especially at junctions like Brangwyn Drive and Old London Road.
- Loss of turning lanes could block traffic and worsen flow.
- Access to local areas like Westdene and Patcham could be negatively affected.

Response:

The design has been subject to traffic modelling to ensure that any changes do not significantly worsen congestion. There is no loss of general traffic running lanes, so the current traffic flow is not expected to be adversely affected. The aim is to balance bus and cycle prioritisation with overall traffic efficiency. The scheme will ensure that routes into Westdene, Patcham, and surrounding areas remain open and functional. Any changes to turning movements will be clearly signed and designed to minimise detours or delays for residents.

Bus Lane Effectiveness

- Buses are infrequent; the benefit of a dedicated lane is questioned.
- Shared lanes may slow buses if they can't safely pass cyclists.
- Minimal impact on journey times for the cost and disruption.

Response:

While current bus frequency may appear low, the dedicated lane is designed to support future growth in public transport use and improve reliability, particularly during peak hours and busy times of the year. The proposed 4 m shared lane meets the standards set out in LTN 1/20 for constrained conditions. The layout allows for careful overtaking where possible and encourages driver caution.

This scheme forms part of a broader strategy to enhance sustainable transport infrastructure for all road users. The long-term benefits, including improved service reliability, reduced emissions, and better integration with cycling infrastructure, aligning with the Council's sustainable transport strategy. Importantly, the design avoids reducing general traffic lanes, helping to maintain overall traffic flow.

Environmental and Community Impact

- Potential loss of green verges and worsening air quality due to congestion.
- Increased emissions if cycling is discouraged and car use rises.

Response:

There will be no loss of green space as part of this proposal. The design has been carefully developed to retain existing verges and natural features. The scheme is intended to support sustainable transport, including both cycling and public transport. While the cycle lane is being reconfigured, cycling access is maintained through a compliant shared lane.

Cost and Priorities

- Many view the project as a poor use of public funds.
- Suggestions to invest instead in pothole repairs, safer crossings, and better cycle infrastructure.

Response:

This scheme is being funded through the Bus Service Improvement Plan (BSIP), which is specifically allocated by central government to support improvements in bus infrastructure and sustainable transport. These funds cannot be reallocated to general road maintenance or unrelated projects.

While BSIP funding is ring fenced for bus and active travel improvements; the Council recognises the importance of road maintenance. Area specific resurfacing works are planned separately and will address potholes and surface quality at key locations along this route.