

Preston Road Junction Analysis Report January 2011

Introduction

Preston Road is a local centre and neighbourhood hub providing facilities and services to both the local community and the wider city area. Improvements to junctions at Dyke Road Drive /Springfield Road and Ditchling Rise / Argyle Road, where they meet Preston Road, are proposed. These improvements have been suggested due to a concern for the safety of all users in this section of Preston Road, particularly when dealing with a very busy one-way traffic system. A consultation took place to determine levels of support for the proposals from local residents and stakeholder groups.

Methodology

At the end of November 2010 an information leaflet was sent to 302 addresses in the local area surrounding the proposed junction improvements. The leaflet gave details of the proposals plus an invitation to attend a public exhibition to review the plans and discuss any issues with staff from the city council's transport planning team. The exhibitions were scheduled to be held in the exhibition rooms at City College in Pelham Street, Brighton on:

Thursday 2 December 2010 from 3pm to 7pm
&
Saturday 4 December 2010 from 10am to 1pm.

A questionnaire was also enclosed with a prepaid envelope for its return.

The consultation was scheduled to run for three weeks between **Wednesday 1 December 2010 and Tuesday 21 December 2010**. The closing date for comments was Tuesday 21 December 2010.

Due to bad weather the exhibition was rescheduled to take place on 16 and 17 December and the return date for comments extended until 5 January, 2011.

The consultation was also advertised on the council's website and in the local press where links were given to direct the public towards an on-line version of the consultation information and survey.

Consultation materials were also sent to 39 statutory consultees and interested groups.

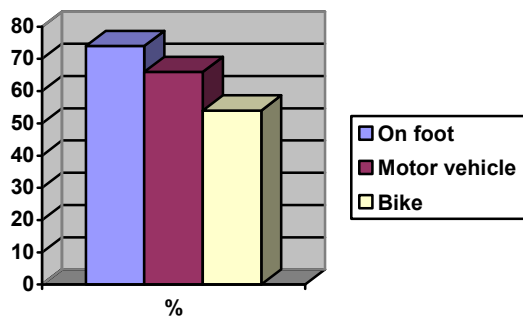
Results

120 responses to the consultation survey were received, which is a good response to a local scheme. 40 responses were received by post and 80 on-line responses were received (33% by mail and 67% on-line).

There were also four responses from interested groups and a summary of these responses are given in Appendix A.

The responses to the public consultation questions were as follows:

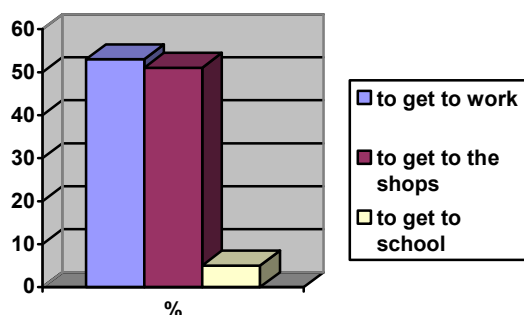
How do you use this section of Preston Road? (people could choose more than one mode)



89 (74%) on foot
79 (66%) by motor vehicle
64 (54%) by bike

4 also said by bus, 1 by skateboard, 1 on a motorcycle

Why do you use Preston Road?



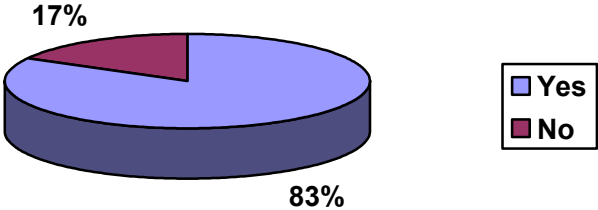
64 (53%) to get to work
61 (51%) to get to shops
6 (5%) to get to school

Comments about other use of the area include:

	No.	%
I live here	10	26
I am just passing through/ walking	9	25
Leisure	7	18
Going to Preston Park	4	10.5
Visiting people	4	10.5
I own a property in the area	1	2.5
Walking the dog	1	2.5
Going to my car	1	2.5
Going to Florence Road surgery	1	2.5
Total comments	38	100

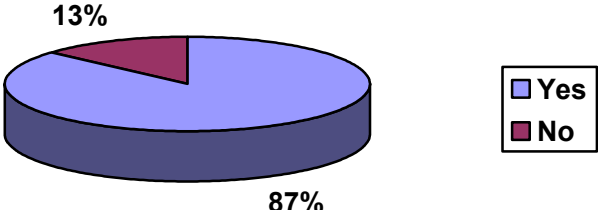
Do you support proposals at Dyke Road Drive?

Yes = 99, No = 20



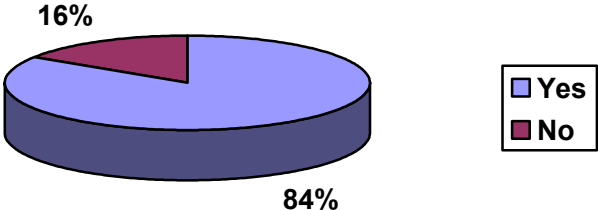
Do you support proposals at Springfield Road?

Yes = 103, No = 16



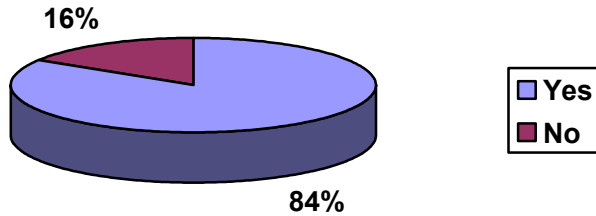
Do you support proposals at Argyle Road?

Yes = 100, No = 19



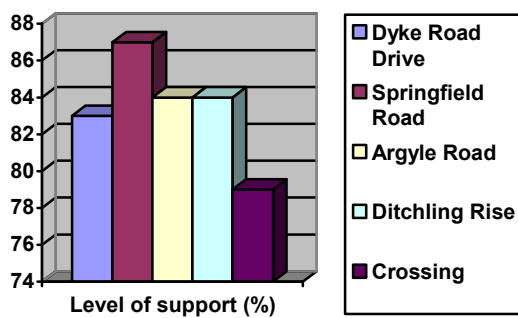
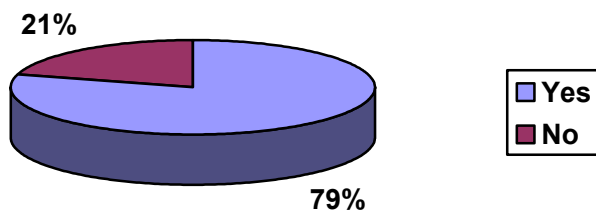
Do you support proposals at Ditchling Rise?

Yes = 99, No = 19



Do you support proposals for the crossing?

Yes = 93, No = 24

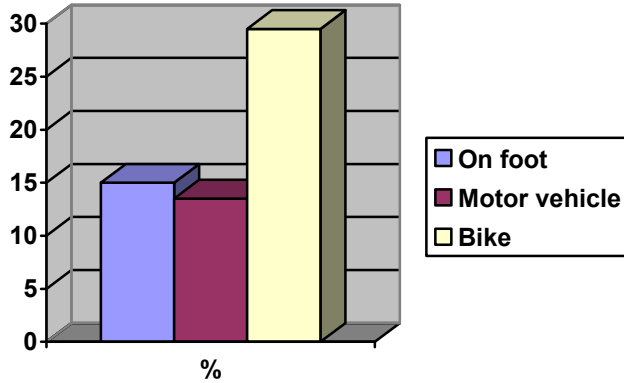


Highest levels of support are for changes at Springfield Road as shown in the graph above.

From the first question we see that most people use this section of Preston road on foot, yet the graph below shows that the highest support for other improvements are for cycling.

Are there any other improvements you would like to see?

Yes on foot	18 (15%)
Yes by bike	35 (29.5%)
Yes by motor vehicle	16 (13.5%)



Comments

A number of comments were made which have been grouped together under headings below:

General

- 4 respondents said the proposals are a good thing (1 of these noted that it must be kept within budget)
- 3 respondent questioned the need for the scheme: 1 of these asked if it could be done as an integral part of a larger piece of work and two mentioned the need for savings to be made by the council

Dyke Road Drive Junction

- 10 respondents commented about the potential for car and cycle clashes at this junction, particularly cars pulling out at the junction without noticing cyclists coming from the north or cyclists not being aware that car drivers may not have noticed them. 9 of these were also concerned about the potential for accidents at this site, one specifically requesting a barrier across the cycle lane to prevent accidents. 4 out of the 10 respondents also commented on a lack of clear signage and instruction as to who has right of way at the junction.
- 2 respondents mentioned the speed of traffic along this stretch
- 1 respondent was concerned that the cycle route is not continuous along this stretch of road.
- 1 respondent wants Preston Road reinstated as 2-way.

Springfield Road Junction

- 7 respondents commented about the difficulty with visibility turning right out of Springfield Road onto Preston Road due to cars parked on double yellow-lines outside the shops, especially high-sided vehicles. One respondent requested that illegal parking on the zig-zags for the new crossing should be enforced in order to avoid visibility problems.
- 3 respondents requested that cycles be allowed to travel in two directions along the bottom section of Springfield Road.
- 1 respondent requested that all traffic be allowed to travel in two directions along the bottom section of Springfield Road.
- One respondent requested the road narrowing at the end of Springfield Road be removed in order to make it safer for cars and cyclists.
- One with respondent with young children requested the guard rails be kept to prevent accidents.

Argyle Road Junction

- 4 respondents are concerned about clashes between pedestrians and cyclists: 2 of these at the Toucan crossing and 2 on the shared surface on Argyle Road.
- 2 respondents are concerned about clarity: 1 requiring better signposting of the cycle lane into Argyle Road and the other wants cycle lane along Campbell Road painted to make it clearer.
- 2 people commented about unnecessary lengths of cycle lane: 1 on Preston Road (just south of Argyle Road) and the other wants the cycle lane removed from the pavement section of Argyle Road.
- 1 respondent wants safety improved for cyclists entering Argyle Road from the north (to avoid pedestrian clashes)
- 1 person said the removal of guard railings from the pavement in Argyle Road is a good thing.
- 1 person wants the junction narrowed

Ditchling Rise Junction

- 4 respondents complained about visibility for traffic turning into this junction, 1 of these stated that the proposed narrowing would make this worse
- One person felt that the right turn into Beaconsfield Road can be difficult due to motor traffic flow at commute hours. Routing a right turn bike lane on the corner of Ditchling Rise onto the west side of Beaconsfield Road would mitigate this.
- One respondent felt that the cycle path going west on Ditchling Rise would be better on the North side. This makes it easier to join when going south from Beaconsfield Rd. and avoids having to cross traffic at the junction with Preston Rd.

- One person questioned whether there is a cycle route on Ditchling Rise and where does it go to and from?
- One respondent commented that the contra-flow cycle lane in Ditchling Rise is dangerous to all road users.

Springfield Road/ Dyke Road Drive Crossing

- 7 respondents don't want another crossing, 2 of these cited traffic congestion would get worse, 2 cited that there would be 3 crossings in close proximity and 1 said that this new crossing should replace one of the others
- 2 respondents thought another crossing is a good idea
- 2 respondents felt that another crossing would lead to pedestrian and cyclist clashes.
- 2 person wanted a "conical awareness system" (silent) rather than beeping used on old-style crossings.
- 1 person thought that the crossing might help improve the visibility for traffic turning at the Springfield Road and Ditchling Rise junctions.
- 1 person wanted the crossing moved closer to town.
- 1 respondent does not want the crossing to be shared use
- 1 person thought the crossing wouldn't stop speeding at night.
- 1 respondent wants to allow diagonal crossing across the junction.
- 1 respondent wants the position of the proposed crossing moved 10 metres south to prevent people parking there.

Comments about the local area (but not directly related to proposed junction improvements):

- 5 respondents want the traffic slowed down on Preston Road
- 3 respondents note the difficulty to cycle north from Preston Circus up Preston road: 1 of these wants cycle lane extended – Preston circus to Argyle Road
- The lights should be sequenced with the Preston Circus lights to allow the free flow of traffic out of town.
- There is a large tree obstructing the cycle lane on Preston Road
- Proposal is good start but forces cyclists onto the pavement
- The main problem is the one-way system of Preston Road. If this were two-way, I believe that not only speeds and noise would be reduced, but also the junctions made safer.
- Cyclists should not have to give way at the junctions
- It is dangerous to have a two-way cycle lane there
- Tree roots on Preston Road cause problems on pavements
- Preston Circus is a dangerous junction for cyclists
- Loading bay outside Barclays Bank at Preston Circus floods regularly
- Want a yellow box on Beaconsfield Road between two halves of Springfield Road to keep it clear
- Viaduct Road area is an appalling welcome to visitors to the city
- Repaint the zebra crossings at the junction of Preston Road and Stanford Avenue

Item 93 Appendix 2

- Repaint the indications on the island at the junction of Preston Road and Stanford Avenue re bicycles
- Make a paved way from the park road (parallel to Preston Road) to the pedestrian crossing as this is a popular cycle route.
- There are pedestrian/ cyclist clashes on the cycle track especially for those walking towards the Amex/ BT Buildings to the north of these junctions
- could the bus stop be moved to be nearer the proposed junction improvement
- 1 respondent has commented about the bin store at Preston Road/ Ditchling Road/ Argyle Road which is subject to regular fly-tipping
- 1 respondent does not see the area as a problem and wants money spent elsewhere

There were 15 other one-off comments which are not related to these proposals but can be seen in Appendix B.

Demographic Information

Gender	No.	%
Male	67	60
Female	45	40
Total	112	100

Age	No.	%
18-24	3	3
25-34	20	20
35-44	33	32
45-54	25	25
55-64	14	14
65-74	5	5
75+	1	1
Total	101	100

Disability	No.	%
Yes	10	10
No	92	90
Total	102	100

Ethnicity	No.	%
White British	93	89
Other White Background	10	10
Other mixed background	1	1
Total	104	100

Religion	No.	%
None	67	63
Christian	33	32
Jewish	1	1
Hindu	1	1
Muslim	1	1
Buddhist	1	1
Other	1	1
Total	105	100

Sexuality	No.	%
Heterosexual	69	74
Bisexual	3	4
Gay	15	16
Lesbian	6	6
Total	93	100

Stakeholder Responses

Consultation information was sent to 39 statutory consultees and interested groups. Three replies were received, from Bricycles, BHCC's Road Safety Team and Public Transport Team. A further comment was received from Len Holloway, Public Transport Officer following discussions about whether an extra bus stop could be located along this stretch of Preston Road.

Summary of response from Bricycles

The response from Bricycles was submitted by Becky Reynolds.

Bricycles strongly agree with BHCC's concerns about this road and in particular welcome the decision to move the cycle lane on Argyle Road onto the carriageway, the plans for two pedestrian-cycle crossings and the junction treatments.

Specific concerns are that they would like BHCC to consider:

- That cyclists should not have to give way at every junction
- radically altering the character of this road.
- ensuring that continuous 2-way cycling is instated in all one-way streets and no one-way streets are created
- Taking out the dangerous one-way system in Preston Road
- Maximum 20 mph speed limit across the city and in particular along this section of road which is very fast moving with large vehicles leaving the city (eg buses, coaches and lorries).
- That the problems with Preston Road are caused by the one-way northbound exit at Preston Circus
- That there are two dangerous build outs just north of Preston Circus:
 - at the crossing at Preston Road (Barclays Bank) also added to by motorists pulling in to park in the loading bays to use the cash machine
 - a triangular obstruction at the southern end of the north bound bus stop at Preston Road
- effective enforcement of no parking on cycle lanes – especially on the proposed piece of cycle lane along Argyle Road (Bricycles would like assurances that this will happen)
- a solution to the trees on the two-way cycle lane along Preston Road
- Ditchling Rise – that all facilities should be wide enough for tricycles and trailers.
- That Preston Road should be redesigned to reduce speed and crashes and to de-prioritise motor vehicles.
- Council consultations offer more opportunities for expressing a view
- Effective enforcement of parking on cycle lanes
- That information was not brought to the Cycle Forum

Summary of response from Road Safety Team, BHCC

A response was submitted by Matthew Thompson from BHCC's Road Safety team.

The Road Safety team had received a complaint about a pedestrian cyclist clash on the cycle lane on Argyle Road. The cyclist concerned was a member of the council's child pedestrian training team who was in uniform. The two pedestrians involved were a disabled man and his carer who were standing on the pavement waiting to a cross. The cyclist concerned was oblivious to the fact that a pedestrian was almost hit.

The road safety team feel that cyclists don't use the safer route through Providence Place and Campbell Road because of the current method of crossing over New England Road.

Summary of Response from Len Holloway, Road Safety Officer, BHCC

The cycle facility between Dyke Road Drive and Argyle Road is made shared-use (white line delineator removed) by peds & cycles to facilitate bus users' access/egress

Public Transport Team, BHCC

People living in the Springfield Road/Dyke Road Drive area have mentioned to us the disparity in access to their local bus service - between buses towards the city centre and buses from the city centre.

Towards town passengers have the stop at the parade of shops in Beaconsfield Road. But on the way home their nearest 5 and 5A bus stop is quite some distance north of Stanford Avenue, on Preston Road: there is no northbound 'counterpart' to the Beaconsfield Road stop. The distance between the previous stop (Preston Circus) and the Stanford Avenue stop is also greater than normal.

The distance is the main obstacle, especially for older and mobility-impaired people, but people have also expressed that the nearest bus stop's isolated location (by railings to a vacant site, opposite the park) is very off-putting after dark.

An extra bus stop near Springfield Road would be a great asset to the local community. It would also assist with easier access to Preston Park surgery and London Road Station – another issue which has been mentioned to us.

Appendix B

Other comments from the public consultation not related to proposed scheme

Cycling issues:

- Bike lanes please
- Enforce cycling restrictions
- The whole of the cyclists' route to the seafront needs improving – it's not safe
- Keep cycling in mind for all development proposals.
- remove permit parking from road behind the park
- Ensure that vehicles are prevented from parking on the cyclepath! This is a significant problem elsewhere (e.g. Lewes Road).
- Realise this is slightly outside the area but cycle ways through the North Laine could do with improving. Because of the one way system and the weekend pedestrianisation of Sydney Street it's tortuous trying to cycle north/ south through North Laine

General comments:

- resurface and get all existing roads and pavements throughout the town into proper repair before tinkering around with all these other schemes
- safer and more joined up cycle routes in and out of town. Along the Level / Steine and Steine and through the North Laine, You are continually having to dismount to cross roads or being forced uphill or around to get through the Laine.
- Please remove as many guard rails as you can, they are very restricting
- put in park and ride. plant more trees
- more available parking, less parking restrictions
- resurface and get all existing roads and pavements throughout the town into proper repair before tinkering around with all these other schemes remove 'A' boards and unnecessary signage which is making it very difficult to get around this town on foot
- remove sleeping policemen as this causes noise
- Pedestrian crossings favour cars not pedestrians who only have 7 seconds to cross – especially Preston Circus