

Lewes Road Improvements

Second Stage Public Consultation

April/ May 2012

Consultation Report

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LSTF Lewes Road Corridor

Second Stage Public Consultation

1 Background

In June 2011, the City Council successfully bid for £4.2 million additional transport funding to introduce improvements to Lewes Road (between The Level and Falmer) and the surrounding areas. The funding is provided through the Government's Local Sustainable Transport Fund (LSTF) and will be used to implement a wide range of infrastructure and other complimentary measures to increase use of sustainable transport in the area.

An initial consultation exercise undertaken in November and December 2011 raised a number of issues with transport in the area. The feedback received through these events provided the information to fully understand the problems that people face and this has been used to develop more detailed proposals for Lewes Road. These proposals were the subject of the second stage consultation.

2 Headline Results

4166 responses were received, 652 of these (16%) were received on-line through the council's consultation portal and 3514 (84%) were survey forms returned by mail or collected at public exhibitions.

The overall response rate was approximately 13%.

82% of respondents were local residents, 16% indicated they work in the area while only 7% were students.

Vogue Gyrotory

65% (3534) of respondents support the proposed changes to the Vogue Gyrotory. The highest number of those in favour were local residents, accounting for 79% of those who support changes to the Vogue Gyrotory.

Bus/ Cycle Lane

63% of respondents support the introduction of a dedicated bus and cycle lane along both sides of the Lewes Road. Again, the highest number of those in favour were local residents, accounting for 79% of those who support the introduction of the bus/cycle lane.

Bus/ Cycle Lane Options

Of the 2620 respondents who support the introduction of a bus/ cycle lane along both sides of the Lewes Road:

- Almost 81% (2112) chose a separate bus/ cycle lane

3 Methodology

Information leaflets and questionnaires were mailed to 31,190 property addresses, mainly in the LSTF area with a prepaid envelope included for a reply. Included in the mail out were 1000 consultation packs to random city-wide addresses, 2069 packs were delivered to Brighton University who have sites and Halls of Residence in the LSTF area and similarly 3356 were delivered to Sussex University. All property addresses were drawn from the Land & Property Gazeteer via the council's GIS system.

The consultation materials were detailed and divided the Lewes Road into four sections and discussed problems and proposed measures for each section. A questionnaire was included which asked for levels of support for proposed changes to the Vogue Gyratory, for a bus/cycle lane along the length of the Lewes Road and whether this should be a combined or separate bus/ cycle lane. Respondents were given space to add comments.

Nine exhibitions were held in local community centres and other venues throughout April and May 2012 and a further four exhibitions were held at University sites. Exhibitions were held on everyday except Sunday and from 8 am to 8 pm.

The consultation was also advertised on BHCC's website, in the Brighton Argus and in the council's City news publication which is delivered free to most households in the city. Links to an on-line version of the questionnaire were also published in the Argus City News Articles and also on the council website's homepage.

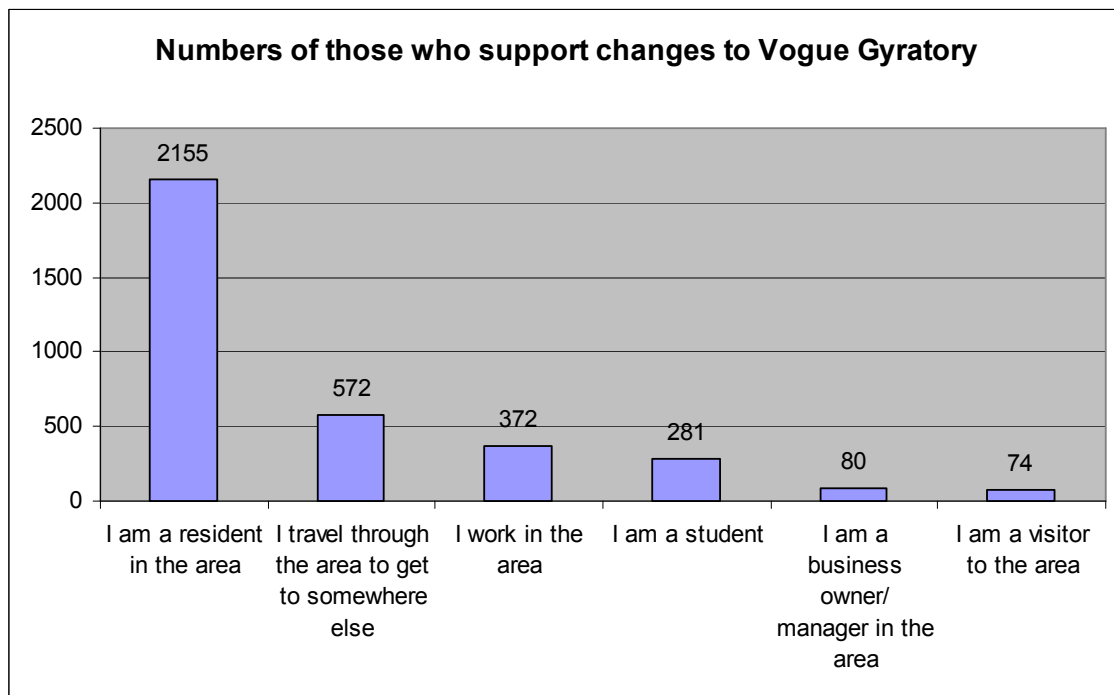
4 Full Results

Q1 Do you support the proposed changes to the Vogue Gyratory layout as described in the consultation leaflet and shown on the plan?

	No.	%
Yes	2716	65.2
No	1332	32
No reply	118	2.8
Total	4166	100

Towards the end of the questionnaire respondents were asked whether they were a resident, student etc. This information has been cross-tabulated with their answer to Q1 and is given in the table and graph overpage:

Q1 Support proposed Vogue Gytratory changes?	Yes		No		No reply	
	Number	%	Number	%	Number	%
I am a resident in the area	2155	63.2	1166	34.2	90	2.6
I am a business owner/ manager in the area	80	39	120	58.5	5	2.4
I work in the area	372	56.5	262	39.8	24	3.6
I travel through the area to get to somewhere else	572	57.7	389	39.3	30	3
I am a visitor to the area	74	79.6	16	17.2	3	3.2
I am a student	281	91.5	21	6.8	5	1.6



The highest number of respondents were residents: 63.2% of these support proposed changes to the Vogue Gytratory. Respondents were then asked to make comments if they answered “No” to question 1 (but invariably people who answered “yes” to question 1 also made comments). These comments were themed and can be summarised below:

1332 respondents are not in favour of the proposed changes to the Gyratory, the following table gives an indication of some of the comments made by these people:

Comments made by those who DON'T support proposed changes to the Gyratory	Number of comments
This will make things worse/ cause more congestion. More pollution/ be more dangerous	645
Even with proposed changed there are still concerns about Sainsburys entrance	76
Waste of money/ concerns about cost	43
Take out the "island" and start again/ the island is the problem, getting out of the BP garage is the problem	40
Cars turning across the cycle lane (L turns into Hollingdean) will be dangerous	39
Traffic signals need rephasing	38
Entrance to Sainsbury's is dangerous and needs improving	21
Don't want cycle priority	14
Not enough room (for HGVs/ buses/ cycle lane)	12
Needs to be more done for pedestrians at the Sainsbury's exit	12
Vogue Gyratory has always been dangerous for walking/ cycling	10
Needs better signage (to avoid being in the wrong lane)	8
Cycling from Hollingdean into town will be difficult	6
Going north from Upper Lewes Road to to Lewes Road will be difficult	5
Cycle lanes are dangerous/ this will be more dangerous for cyclists	5
Not enough cyclists to justify this	4
General positive comments	3
Moving lights at west side will make using Sainsbury's entrance worse	3
Concerned about lane changing going north from Upper Lewes Road	3
Want cycle lane on the right side or in the centre	3
Make roads one way (Upper Lewes Rd) or block off side roads	2
Traffic merging at Gyratory is currently dangerous	1
Needs more pedestrian crossings at Lewes Rd/ White Crow/ Petrol Station	1
Will make it more difficult for the less able-bodied to get to Sainsbury's	1
Make Pope's Folly into a cycle route	1

Those who support proposed changes have also made comments and the table below gives an indication of these:

Comments made by those who DO support proposed changes to the Gyratory	Number of comments
Vogue Gyratory has always been dangerous for walking/ cycling	54
Even with proposed changed there are still concerns about Sainsburys entrance	36
Traffic signals need rephasing	20
Take out the "island" and start again/ the island is the problem, getting out of the BP garage is the problem	19
General positive comments	17
Entrance to Sainsbury's is dangerous and needs improving	15
Cars turning across the cycle lane (L turns into Hollingdean) will be dangerous	14

This will make things worse/ cause more congestion. More pollution/ be more dangerous	13
Needs to be more done for pedestrians at the Sainsbury's exit	13
Traffic merging at Gyratory is currently dangerous	5
Cycling from Hollingdean into town will be difficult	3
Concerned about lane changing going north from Upper Lewes Road	3
Going north from Upper Lewes Road to to Lewes Road will be difficult	2
Needs more pedestrian crossings at Lewes Rd/ White Crow/ Petrol Station	2
Don't want cycle priority	2
Cycle lanes are dangerous/ this will be more dangerous for cyclists	1
Needs better signage (to avoid being in the wrong lane)	1
Moving lights at west side will make using Sainsbury's entrance worse	1
Want cycle lane on the right side or in the centre	1

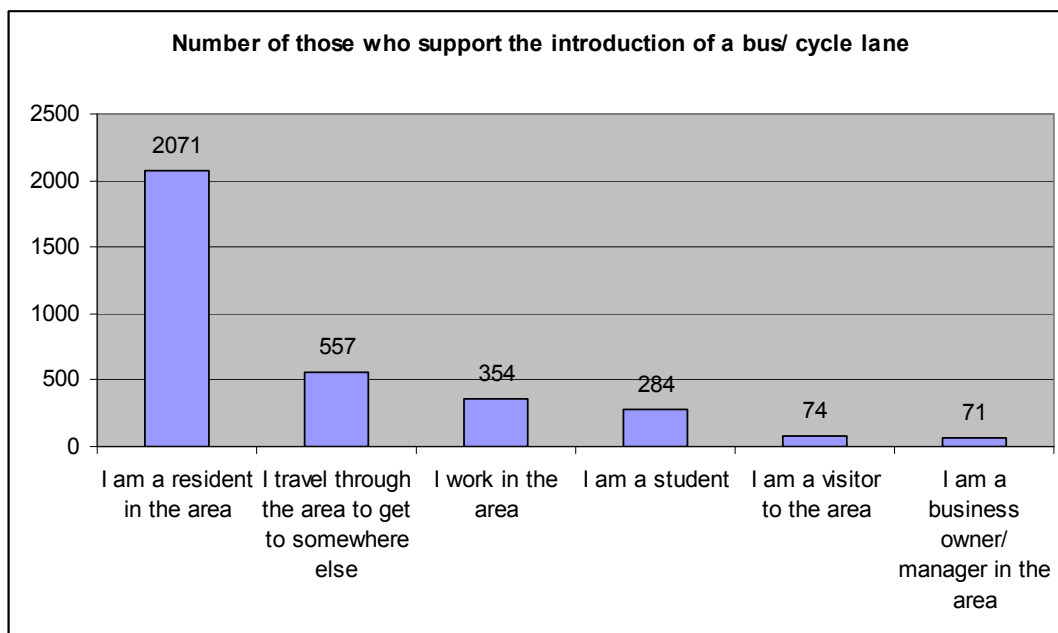
Q2 Do you support the proposed introduction of a dedicated bus and cycle lane along both sides of the Lewes Road as shown on the consultation plan?

	No.	%
Yes	2620	62.9
No	1454	34.9
No reply	92	2.2
Total	4166	100

Towards the end of the questionnaire respondents were asked whether they were a resident, student etc. This information has been cross-tabbed with their answer to Q2 and is given in the table and graph below:

Q2 Support bus / cycle lane?	Yes		No		No reply	
	Number	%	Number	%	Number	%
I am a resident in the area	2071	60.7	1267	37.1	73	2.1
I am a business owner/ manager in the area	71	34.6	129	62.9	5	2.4
I work in the area	354	53.8	294	44.7	10	1.5
I travel through the area to get to somewhere else	557	56.2	415	41.9	19	1.9
I am a visitor to the area	74	79.6	19	20.4	0	0
I am a student	284	92.5	21	6.8	2	0.7

Highest numbers of respondents were local residents as shown in the chart below:



If respondents answered “no” to question 2 they were asked to give comments. These have been themed and are summarised as follows:

Comments made by those who said NO to Q2 (don't support bus/cycle lane)	Number of comments made
These proposals will cause more congestion	445
Bus lanes are not fully used / not wanted	76
No one will use the cycle lane/ not enough cyclists	49
Waste of money/ too much money is spent on cycle lanes	30
Too much space is wasted on cycle lanes	30
Lewes Road is not wide enough	30
The bus lane makes cycling more dangerous	6
Want to keep the cycle lane as it is	4
Need more convincing/ wider/ kerb separated/ off-road cycle lane	2
Want bus lanes at peak times only	2
Little thought has been given over the route Hollingdean into town	1
Don't want parking removed	1

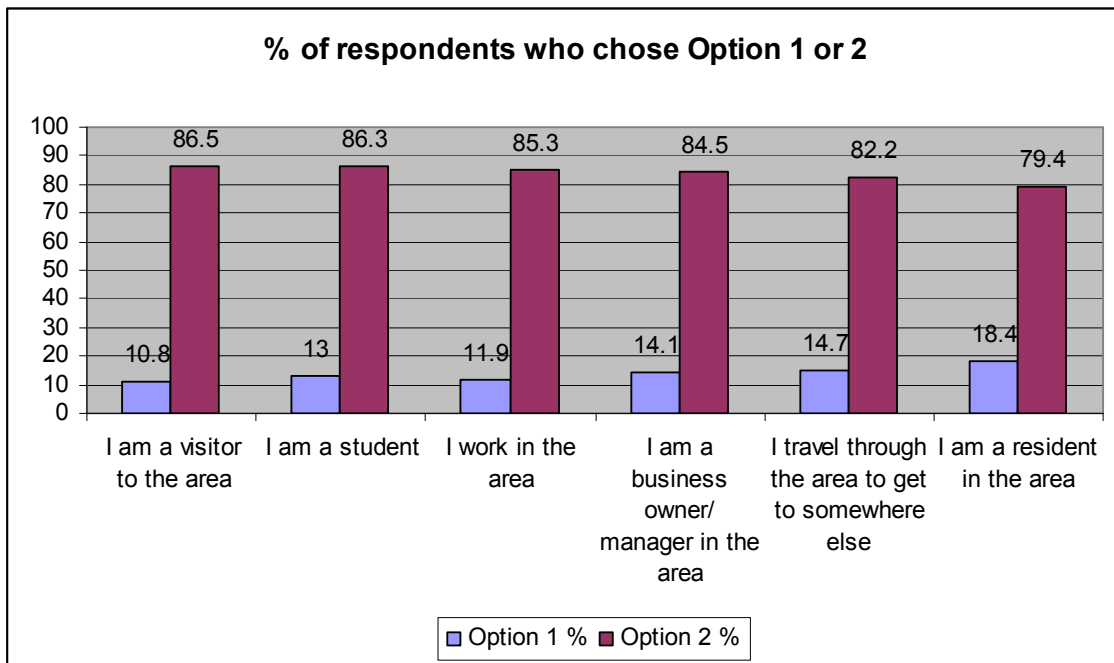
Q2a If yes to question 2, would you prefer?

2620 respondents answered “yes” to question 2. These respondents were then asked which of the following options they prefer.

Which Bus/ cycle lane option?	Number	%
Option 1 – combined bus / cycle lane	449	17.1
Option 2 – separate bus / cycle lane	2112	80.6
No reply	59	2.3
Total	2620	100

Residents and other types of respondents answered this question slightly differently as follows:

	Option 1		Option 2	
	Number	%	Number	%
I am a resident in the area	381	18.4	1645	79.4
I am a business owner/ manager in the area	10	14.1	60	84.5
I work in the area	42	11.9	302	85.3
I travel through the area to get to somewhere else	82	14.7	458	82.2
I am a visitor to the area	8	10.8	64	86.5
I am a student	37	13	245	86.3



Option 2 is the most favoured option by all but a slightly higher percentage of support is shown by visitors and students at around 86.5% and the lowest support shown by residents at 79.4%.

Q3 Do you have any further comments about any of the proposals in the Lewes Road Area?

Comments have been themed and an indication of these are summarised in the table below and cross-referenced with those who **support** and don't support the bus/ cycle lane.

Comments by respondents who SUPPORT the proposal for a bus/cycle lane	Q2 = Yes
General positive comments	315
This will be safer for cyclists/ encourage more cyclists	123
Don't want buses and cyclists in same lane	123
Tackle pavement parking, parking on double yellow lines/ enforce parking/ parking on cycle lanes	110
Cyclists need to obey the Highway code (ride single file, stop at lights, not cycle on pavement), need to pay road tax	76
Will create more traffic congestion/ chaos/ pollution	46
Want separate, kerb-separated cycle lane or cycle lane on pavement	45
Bus fares are expensive/ should be cheaper	30
Want more trees/ greenery	27
Will affect the economy (Local shops)	24
Don't want the 30 mph speed reduction/ 30 mph extension	22
Better Bus service is required	22
Cutting parking spaces will impact on nearby residential areas (Hanover)	18
Am concerned about potential disruption caused by implementation/ get roadworks finished quicker	17
These proposals are anti-car	15
Am concerned about buses crossing cycle lanes at bus stops	13
Don't want CCTV enforcement	13
Bendy buses are dangerous for cyclists/ don't want Bendy buses	12
This will not encourage modal shift	11
not enough being done for pedestrians	10
The Level to Gyrotory is the problem area	10
Want Park & Ride (at Falmer)	10
Anti-student feeling/ students are not permanent residents	9
Waste of money/ concerned costs/ not necessary/ should be spent elsewhere	8
This scheme will cause traffic displacement	7
The consultation map is unclear/ unhappy about the consultation/ the council will do this anyway	7
Spend money on more important road problems/ repairs/ road maintenance	7
Too many cycle lanes/ don't want cycle lanes/ don't want more cycle lanes	6
Am concerned about loss of parking spaces – Coombe Rd – this will affect shops esp late night chemist	6
Want more pedestrian crossings (between Level & Gyrotory and at Bear Rd)	4
Rephase traffic lights	4
Am concerned about loss of loading time/ facilities	3
Need a CPZ at Coldean/ Moulsecoomb. Amex stadium causes problems	3
The new road layout at Stanmer (Stonemere Way) is not wide enough for cars and cyclists	3
Want better cycle lane surface	3
Am concerned about turning in and out of Mithras House car park	2
Will effect the economy (City/ Tourism)	2
Want more old-style crossings	2

And for those who **don't support** a bus/ cycle lane:

General comments by respondents who DON'T SUPPORT the proposal for a bus/cycle lane	Q2 = No
Will create more traffic congestion/ chaos/ pollution	322
These proposals are anti-car	249
Cyclists need to obey the Highway code (ride single file, stop at lights, not cycle on pavement), need to pay road tax	236
Waste of money/ concerned about costs/ not necessary/ funding should be spent elsewhere	136
Bus fares are expensive/ should be cheaper	128
Too much money spent on cyclists	99
Will effect the economy (City/ Tourism)	93
This will affect local economy/ shops	92
This will not encourage modal shift	86
Anti-student feeling/ students are not permanent residents	79
Anti-council/ Green Party feelings	70
Tackle pavement parking and parking on double yellow lines/ enforce parking/ parking on cycle lanes	70
Spend money on more important road problems/ repairs/ road maintenance	59
Don't want the 30 mph speed reduction/ 30 mph extension	65
Too many cycle lanes/ don't want cycle lanes/ don't want more cycle lanes	47
Am concerned about potential disruption caused by implementation/ get roadworks finished quicker	46
This scheme will cause traffic displacement	43
Better bus service is needed (Bevendean x10, Coldean x12, Coomb rdx1, hanover, Meadowview, Uni to Marina))	45
Bus lanes are not fully used/ don't want/ need bus lane/more bus lanes	37
The consultation map is unclear/ unhappy about the consultation/ the council will do this anyway	34
The estates/ side roads will be cut-off/ difficult to enter and exit	32
Don't want buses and cyclists in same lane	32
Cutting parking spaces will impact on nearby residential areas (eg Hanover)	27
Cyclists will not use/ do not use lanes	26
Want Park & Ride (at Falmer)	26
Want separate, kerb-separated cycle lane or cycle lane on pavement	20
The Level to Gyrotory is the problem area	18
Don't want CCTV enforcement	15
Am concerned about loss of loading time/ facilities	12
Need a CPZ at Coldean/ Moulsecoomb. Amex stadium causes problems	12
Am concerned about loss of parking spaces – Coombe Rd – this will affect shops esp late night chemist	10
General positive comments	9
Am concerned about buses crossing cycle lanes at bus stops	7
Bendy buses are dangerous for cyclists/ don't want Bendy buses	5
not enough being done for pedestrians	4
Want more trees/ greenery	4
The new road layout at Stanmer (Stonymere Way) is not wide enough for cars and cyclists	3
Lewes Rd is not wide enough	2
Buses drive too fast in bus lanes	2
This will be safer for cyclists/ encourage more cyclists	2

Demographic Information

Respondents were asked to tick whether they fitted into one of the following categories (they could tick more than one box)

	No.	%
Resident in the area	3411	81.9
Business Owner/ Manager in the area	205	4.9
Work in the area	658	15.8
Travel through the area to get to somewhere else	991	23.8
Visitor to the area	93	2.2
Student	307	7.4

Gender	No.	%
Male	1999	48
Female	1883	45.2
Other	7	0.2
No reply/ prefer not to say/ other	277	6.6
Total	4166	100

Age	No.	%
U18	38	0.9
18-24	294	7.1
25-34	543	13
35-44	737	17.7
45-54	887	21.3
55-64	541	13
65-74	334	8
75+	199	4.8
No reply/ prefer not to say	593	14.2
Total	4166	100

Ethnicity		No.	%
White	British	3387	81.3
	Irish	58	1.4
	Gypsy/ Irish Traveller	6	0.1
Asian or Asian British	Bangladeshi	7	0.2
	Indian	18	0.4
	Pakistani	6	0.1
	Chinese	22	0.5
Black or Black British	African	14	0.3
	Caribbean	8	0.4
	Sudanese	6	0.1
White & Asian		22	0.5
White & Black African		9	0.2
White & Black Caribbean		7	0.2

Turkish	4	0.1
Arab	3	0.1
Japanese	7	0.2
Other	195	4.7
No reply/ prefer not to say	377	9.0
Total	4166	100

Disability	No.	%
Yes	514	12.3
No	3135	75.3
No reply/ prefer not to say	517	12.4
Total	4166	100

