

Lewes Road Consultation

Proposed changes

Introduction

In June 2011, the City Council successfully bid for £4.2million 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.

The initial consultation exercise undertaken in November & December 2011 raised a number of issues with transport in the area. The feedback received through these events has enabled us to fully understand the problems that people face and we have used this information to develop more detailed proposals for Lewes Road.

This consultation provides an opportunity for local people to view the proposals and make suggestions. Your comments will help decide whether or not we go ahead with the project, and if we do decide to proceed, they will influence the final design.

The Proposals

- To introduce a Bus & Cycle Lane in both directions on the dual carriageway section of Lewes Road between the Vogue Gyratory and the A27 bypass at Falmer. Taxis would also be permitted to use the bus lane
- To provide improved facilities for pedestrians and cyclists at the Vogue Gyratory
- To improve the junctions at Saunders Park View and Coombe Road
- To widen the shared cycle & pedestrian path adjacent to Lewes Road north of Coldean Lane
- To provide an enhanced cycle and pedestrian network in the north of the area with improved signage
- To extend the 30mph speed limit northwards to the A27 Falmer interchange
- More and bigger buses on the popular Service 25 route, more buses between Falmer and the Marina, as well as improved services for Bevendean

The Benefits

The benefits arising from these proposals would be significant and wide ranging, including:

- More people travelling by bus because of the quicker journeys and improved reliability
- More people cycling because of the improved conditions
- Reduction in the amount of car traffic as some people choose to travel instead by bus, cycling or walking
- Improved air quality and reduction in carbon emissions
- Improved road safety for all road users
- Better access to the Universities and AMEX Community Stadium, meaning more people choosing to walk and cycle instead of driving

For the purposes of the consultation we have broken down Lewes Road in to 4 distinct sections. For each section the problems identified during the first consultation are listed along with measures proposed to address the issues.

Section 1 – The Level to the Vogue Gyratory

Problems:

- Lack of parking enforcement leading to badly parked vehicles blocking the cycle lanes and slowing down buses
- Too many traffic lights in close proximity causing congestion and increasing air pollution
- Cluttered street environment creating an unpleasant walking environment
- Inconsistent cycle facilities.

Proposed Measures:

Due to the limited road space available, it is not possible to introduce wider cycle lanes or combined bus and cycle lanes in this section of the corridor. However, there are a number of improvements that can be made and therefore the following measures are proposed, some of which have already commenced:

- A new loading restriction meaning no loading, unloading or parking on Lewes Road between the hours of 7am – 10am and 4pm – 7pm (already in progress and due to come into force May 2012)
- Improved enforcement of parking and loading restrictions through the use of CCTV cameras (new powers due to come into force March 2012)
- Removal of the middle set of traffic lights near Aberdeen Road and replacement with a pedestrian island crossing (completed March 2012)
- Removal of all unnecessary street furniture (signs, bollards, railings etc.)

Section 2 – The Vogue Gyratory (Sainsbury's)

Problems:

- Complicated layout and frequent lane changing creates problems for cyclists and car drivers
- Pinch points on the entrance and exit create dangerous conflict areas for cyclists
- Some pedestrian crossings are not in the most convenient places
- Vehicles turning in and out of Sainsbury's car park frequently block the pavement
- No cycle lanes

Proposed Measures:

An outline scheme to improve and simplify the Vogue Gyratory has been prepared and is shown overleaf. The current 3 lane layout would be reduced to 2 lanes and a cycle lane and wider pavement would be provided on the northbound carriageway. Cyclist pinch points would be removed and the existing cycle lane on the southbound side would be widened to 2 metres.

Cycle priority measures would also be provided at some of the traffic lights where necessary to ensure cyclists can use the junction safely.

Section 3 – The Vogue Gyratory to Coldean Lane

Problems:

- The existing cycle lanes are too narrow for the numbers of cyclists travelling at peak times
- The dual carriageway layout encourages more traffic and faster vehicle speeds
- Buses get held up in queuing traffic heading towards the city centre
- Crossing the road can be difficult in some places
- Parking between the cycle lane and pavement south of Natal Road creates problems for cyclists and reduces the pavement widths for pedestrians

Proposed Measures:

Before the opening of the A27 Brighton & Hove by-pass in 1996, Lewes Road was used as a key route for traffic travelling through Brighton & Hove. The bypass now carries this through-traffic and therefore, while Lewes Road is still a key route into the city centre, the current dual-carriageway layout is no longer necessary for the number of vehicles using the road.

More and more people using Lewes Road are now choosing to cycle or travel by bus – there are around 1500 cyclists on a typical day while over 35,000 passengers per day travel by bus. To reflect the growing demand and encourage more use of these sustainable modes, we are proposing to introduce a dedicated bus and cycle lane in place of the existing near side traffic lane. Artist's impressions of how Lewes Road would appear if the proposals are implemented are shown below. In option 1, the desired width of the bus / cycle lane would be 5

metres. In option 2 the desired width of the cycle lane would be 2 metres and the bus lane 3 metres. Junction Improvements at the Saunders Park View and Coombe Road junctions are also proposed, with particular benefits for pedestrians and facilities for cyclists.



Option 1 – Shared bus / cycle lane



Option 2 – Separate bus / cycle lane

Further changes are proposed on the east side of Lewes Road between Natal Road and the Vogue Gyratory. This area is currently unpleasant for cyclists due to the parked cars between the cycle lane and pavement, while the narrow and uneven pavements are unpleasant for pedestrians. In order to provide a wider pavement and maintain sufficient width for the bus and cycle lanes, it would be necessary to remove the free parking bays located here. Parking surveys undertaken show that these spaces are mainly used by people parking long term and free of charge for the University of Brighton and the Bus Garage. Loading facilities and disabled parking would be provided where necessary.

Section 4 – Coldean Lane to A27 Bypass (Falmer)

Problems:

- The existing cycle lanes are too narrow for the numbers of cyclists travelling at peak times
- The dual carriageway layout creates too much traffic and high vehicle speeds
- Inadequate cycle and pedestrian links / signage to the Universities and Football Stadium
- The existing shared path alongside Lewes Road north of Coldean Lane is too narrow and creates conflict between pedestrians and cyclists

Proposed Measures:

The bus and cycle lane would continue northwards through this section to where Lewes Road meets with the A27 bypass. At this point facilities would be provided for cyclists to join the existing shared path heading towards Sussex University alongside Stony Mere Way. Travelling south, towards the city centre, cycling improvements would be introduced at the junction with Stony Mere Way and underneath the flyover. A 2 metre on-road cycle lane would be provided on the uphill section of the slip road until it meets with Lewes Road, at which point the bus and cycle lane towards the city centre would begin.

To provide an alternative, off-road facility to the bus and cycle lane, the existing shared path on the west side of Lewes Road north of Coldean Lane would be widened to a width of at least 2 metres. Further cycle network improvements have been identified in partnership with the Jo Walters Trust and are proposed in this area to link to the Universities and the AMEX Community Stadium. Further details will be available at the exhibitions and on the Lewes Road section of the council website at www.brighton-hove.gov.uk/lewesroad.

Public Exhibition Details

Public exhibitions have been organised to give local people the opportunity to view these proposals in more detail and discuss any issues with staff from the City Council's Transport Planning team.

Details of the exhibitions for local residents and businesses are listed below:

- **Calvary Evangelical Church**
Viaduct Road
Friday 20 April, 12 noon - 8pm
- **Hanover Community Centre**
Southover Street
Monday 23 April, 12 noon - 6pm
- **Hollingdean Community Centre**
Thompson Road
Thursday 26 April, 12 noon - 8pm
- **Moulsecoomb Hall**
Lewes Road
Saturday 28 April, 10am - 4pm
- **United Reform Church**
Saunders Park Rise
Monday 30 April, 12 noon - 8pm
- **Bevendean Church Hall**
Norwich Drive
Thursday 3 May, 12 noon - 8pm
- **Larchwood Community Café**
Coldean
Thursday 10 May, 12 noon - 8pm
- **St Martin's Church Hall (Wagner Hall)**
Lewes Road
Friday 11 May, 1pm - 9pm
- **The Level (outside)**
Tuesday 15 May, 8am - 12 noon

Exhibitions at the Universities will also be held, as follows:

- **University of Sussex**
Students Union Reception
Thursday 19 April, 10am – 6pm
- **University of Brighton**
Falmer Campus (Checkland Building)
Tuesday 24 April, 10am - 4pm
- **University of Brighton**
Moulsecoomb Campus (Cockroft Entrance)
Friday 27 April, 10am - 4pm
- **University of Brighton**
Grand Parade Campus (Sallis Benney foyer area)
Tuesday 1 May, 10am - 4pm

Consultation Timescales

The consultation will run for 6 weeks from Monday 16 April to Friday 25 May 2012. The closing date for comments is Friday 25 May 2012.

What Happens Next

All comments received during the consultation will be carefully considered and the results reported to a future Cabinet meeting. If there is sufficient support for the scheme then it will proceed to the next stage of development with a view to implementation commencing in January 2013.

Further Information

If you would like any more information on these proposals, please come along to one of the exhibitions or visit the Council's Lewes Road webpage at www.brighton-hove.gov.uk/lewesroad.

Alternatively you can email us at lewes.road@brighton-hove.gov.uk or speak to someone on **01273 290487**.

Supported by

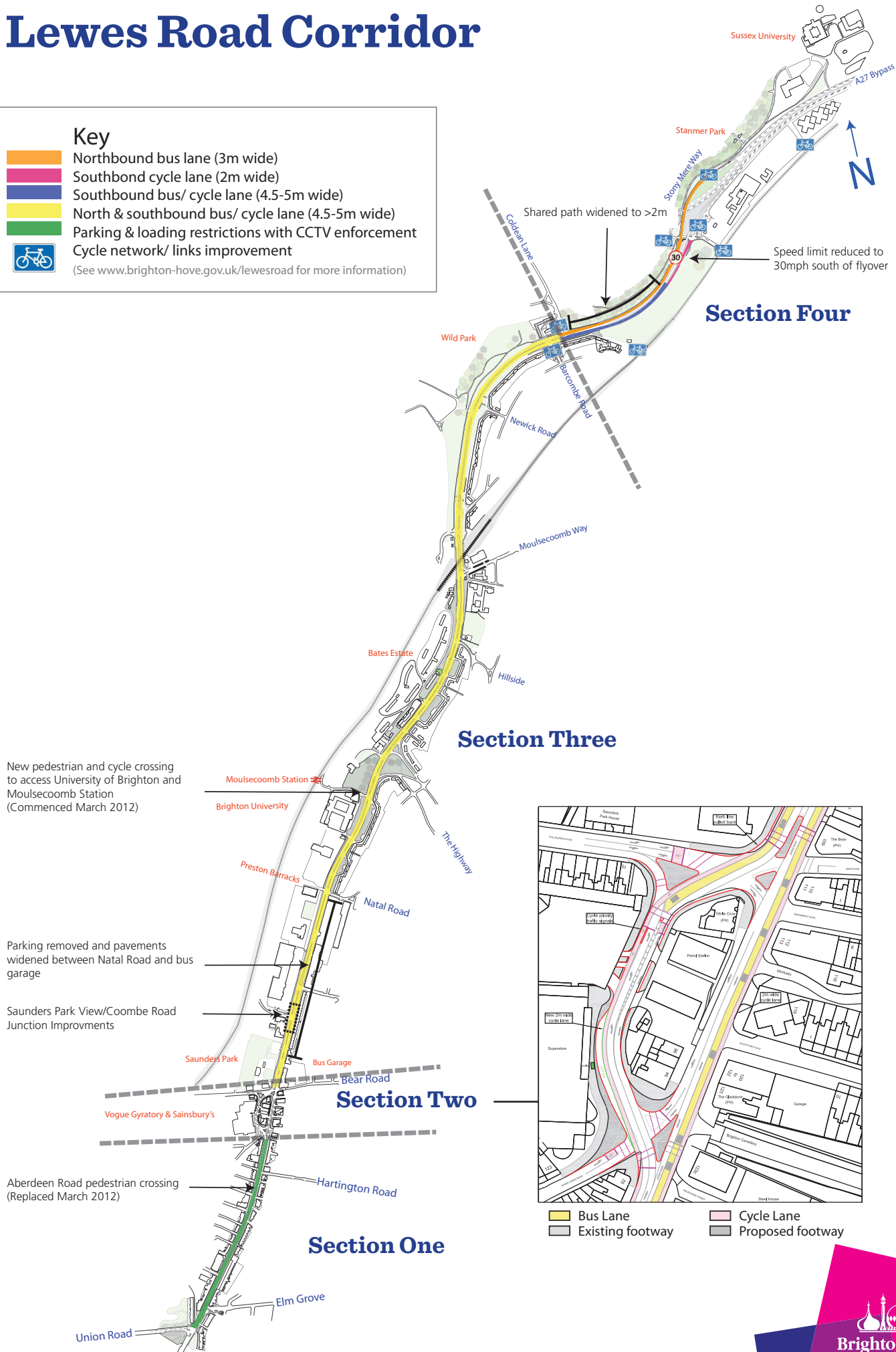


Lewes Road Corridor

Key

- Northbound bus lane (3m wide)
- Southbound cycle lane (2m wide)
- Southbound bus/ cycle lane (4.5-5m wide)
- North & southbound bus/ cycle lane (4.5-5m wide)
- Parking & loading restrictions with CCTV enforcement
- Cycle network/ links improvement

(See www.brighton-hove.gov.uk/lewesroad for more information)

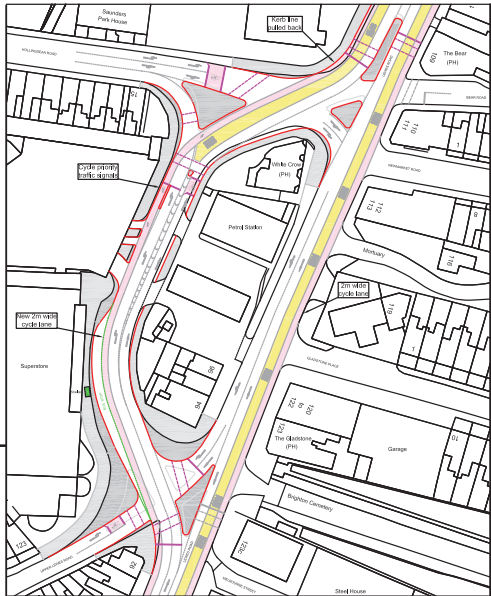


New pedestrian and cycle crossing to access University of Brighton and Moulsecomb Station (Commenced March 2012)

Parking removed and pavements widened between Natal Road and bus garage

Saunders Park View/Coombe Road Junction Improvements

Aberdeen Road pedestrian crossing (Replaced March 2012)



 Bus Lane	 Cycle Lane
 Existing footway	 Proposed footway



