

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of depositions from members of the public. Each deposition may be heard for a maximum of five minutes.

Depositions received:

(i) Deputation: Deputation Traffic and Air Pollution in Rottingdean: Rottingdean Parish Council

We are here to enlist your support to help tackle the traffic issues, volume and capacity, which have dogged Rottingdean for many years. Rottingdean High Street has the highest level of nitrogen dioxide emissions both for the volumetric space, and for the hourly emissions for the volumetric space in the City.

For a number of years this matter has been discussed with BH-CC Officers and in early 2015

a joint Task Group was set up. The primary concern of the Parish Council relates to the volume and character of traffic using the High Street (B2123) and the environment (air quality/noise). The Terms of Reference are to focus on development of measures that:

- Reduce ALL through traffic using the High Street, this road lacks capacity
- Control through traffic with the aim of improving air quality
- Seek further associated objectives of reduced diesel-fuelled HGV traffic, better safety for pedestrians and reduced damage to premises

To make progress we need the Committees support by directing the necessary resource to enable action by the Transport Team. (See supporting document on next steps)

We are pleased to be working in partnership with the Council but now have to request that funding is made available so that identified options to tackle these problems can be modelled and consulted on.

The Rottingdean AQMA has shown that the air quality in the lower end of the High Street to be a matter of serious concern, the five-year average of these annual figures are 47.3, 43.8, and 38.4 mcg/m³ of nitrogen dioxide in the air. The EU limits being 40 mcg/m³.

It is important to note that no amount of this gas is good for you. High levels will kill you. Further research at the moment indicates that a greater threat to human health from traffic fumes lies in the particulate matter known as PM 10 and PM 2.5, both of which are produced in the exhaust of diesel engines. There are two primary schools within 100 metres of one of our air quality hotspots.

The road capacity of the B2123 is for many hours a day operating above its design capacity leading to extensive traffic queues which exacerbates the air pollution

The B2123 is used as a main route from the A27 down to the A259 (Coast Road), this route is highlighted by Satellite Navigation as an alternative to using the London Road A23 or the Lewes Road A27.

There is a weight restriction sign at the Woodingdean crossroads advising that heavy vehicles are restricted from coming through the village, however these signs are

often ignored and are not enforced, adding to congestion within the village and on several occasions the road has been blocked by overlarge vehicles and buildings damaged.

This issue has been recognised by BHCC; the AQMA states 'The contribution of cars & vans to ambient nitrogen dioxide (60%) is more substantial than anywhere else in the City Council's area.

John Bryant
Rottingdean Parish Councillor (Lead Spokesperson)
Bob Webzell
Rottingdean Parish Councillor
Sue John
Rottingdean Parish Councillor
Heather Butler
Rottingdean Parish Councillor
Anthony Delow
Rottingdean Parish Councillor
Kieran Fitsall
Rottingdean Parish Councillor
Graham Shepherd
Rottingdean Parish Councillor
Ian Wilson
Rottingdean Parish Councillor

SUPPORTING DOCUMENTATION

The Parish Council's request is for BHCC officer resource and funds to be made available to carry out the following activities.

Next Steps

1. Validate the Traffic counts

A traffic count was completed by East Sussex Traffic Monitoring Unit in January 2016. The figures produced show clear anomalies in the automated counts.

- Carry out manual counts to clarify these errors. Rottingdean will seek volunteers to assist with these manual counts
- There may be a requirement to carry out a Traffic Survey to establish the reason for the traffic movement.

2. Model the 4 scenarios

There are currently 4 scenarios proposed each of which should be tested using computer modelling to judge the impact of the alternatives

Scheme A: Northbound traffic only through the High Street;

Scheme B: Southbound only through the High Street;

Scheme C: Existing two-way traffic, but with a chicane, allowing for better flow of traffic at the narrowest point by prioritising traffic flow;

Scheme D: Pedestrianisation of the High Street.

3. Select the most suitable for trial/pilot

Each possible solution will have advantages and disadvantages and the one which on balance is most effective should be selected.

4. Consultation

The proposed solution(s) should be fully consulted upon with the involvement of the residents of Rottingdean and local groups.

