



139 Hollingdean Terrace
Brighton
BN1 7HF
Tel: 01273 553044

Transport Planning
Brighton & Hove City Council
Hove Town Hall
Norton Road
Hove
BN3 3BQ

By email:

17 November, 2013

Dear Madam / Sir,

Support for Dyke Road Cycle and Pedestrian Improvements

On behalf of Brighton & Hove Friends of the Earth (BHFOE) I would like to strongly support the principle of improving Dyke Road for pedestrians and cyclists. This is an important route out to the South Downs National Park, as well as serving a number of schools and other establishments. However, BHFOE would like to see more thought given to improving the environment for bus operators and users.

Whilst supporting the principle of installing cycle lanes, the raised junction at Port Hall Road, the zebra crossings and the removal of street clutter, particularly railings, BHFOE has the following comments and concerns:

1. BHFOE is concerned with the concept design showing the cycle lane veering across the pavement at either end of the park. This is potentially hazardous for both cyclists and pedestrians and a better design needs to be developed.
2. The footway build-outs at the two crossings should be retained but modified as necessary, as without the cycle lane running along the carriageway at these points (on the south-west side) there is no reason to widen the road. Indeed, doing so could encourage cars to speed up, whereas the build-outs would help maintain a constant carriageway width through these sections. This would provide increased pavement capacity to cope with peak pedestrian movements, greater visibility when crossing the road, and less distance to walk across the road. This is particularly true for the crossing near the Booth Museum, which has parking and a bus stop either side of it.
3. Bus shelters need to be designed to cater for the number of people who use them at peak times, while also not obstructing the pavement.

4. The bus shelter outside BHASVIC causes an obstruction of the pavement because it contains a wide advertising board on a relatively narrow pavement. This is compounded because of its proximity to a lamp column. The shelter should be replaced by one without an advertisement.
5. BHFOE objects to the moving of bus stops as outlined in the concept designs. It would like to see the city-bound bus stops near The Upper Drive and Port Hall Road remain where they currently are, close to the junctions. This enables buses a clear run into the stops and also ensures the stops are more convenient for users originating from the side roads. BHFOE doubts that the stop near Port Hall Road causes any visibility issues as the shelter is placed some distance from the junction. Indeed the tree close to the junction is more likely to be a problem. With a raised table proposed here, slowing vehicles down, there is no justification for moving the stop. In addition, moving the stop would take it further away from the crossing and cause greater inconvenience for bus users.
6. BHFOE would like to see greater thought given to the location of the two bus stops on the park-side of Dyke Road and how they interact with the parking. It believes that both stops should be moved slightly (to the north-west) to simplify the bus stop and parking arrangements. BHFOE would like to see the bus stop near the crossing and main entrance to the park, moved nearer the crossing by swapping it with the parking there. This would give the bus a clear run out of the bus stop as well as placing it closer to the crossing and the main park entrance. The other bus stop, currently without a bus shelter, which is near the petrol station is less likely to serve park users and more likely to serve people visiting the shops, takeaways, pub and other businesses there. Therefore it should be moved closer to the petrol station, swapping it with the parking there. Again this would place the stop in a more convenient location and give buses a clear run exiting the stop. It would also potentially allow slightly more parking alongside the park which would be beneficial to park users, particularly on a Sunday.
7. Cycle parking needs to be provided throughout the area, conveniently located close to trip generators.

If you have any queries about any of the above comments, please do not hesitate to get in touch.

Yours sincerely,

A handwritten signature in black ink that reads "Chris Todd". The signature is written in a cursive style and is underlined with a single horizontal line.

Chris Todd

Planning & Transport Campaigner