

From:

Sent: 30 November 2011 12:23

To: Ian Davey

Subject: a safe crossing on the Upper Lewes Road

Dear Ian Davey,

I have just read in our local newsletter that there is to be a meeting in January regarding proposed new crossings.

I live in Round Hill Street, Each morning I walk to work down the Ditchling Road to the centre of Brighton. It is extremely difficult to cross at the junction of Upper Lewes Road and Ditchling Road. There is no green man and there is always traffic coming from some direction, whether round the corner from Ditchling road (which you can't see until they are virtually on top of you as it is a very sharp bend); dodging between vehicles crossing over from Viaduct Road or there is a few seconds between lights changing for cars coming from Upper Lewes Road - but cars always jump these lights so it is still precarious!

There is also no alternative to this crossing unless you are prepared to go over 4 different sets of pedestrian crossings!

On walking down I pass quite a few groups of children heading for Varndean school trying to cross in the opposite direction.

I would be grateful if you would put forward a case for a pedestrian crossing at this junction.

Best wishes

From:

Sent: 25 November 2011 15:26

To: Richard Johnson

Subject: Bus route 37b

Dear Richard,as stated on the phone, it would be appreciated to have more than one bus per hour,especially the winter months. There are many pensioners and semi disabled people who rely on a bus on this route,and should you be unlucky to just miss the 37b,you can be left standing for an hour or more.

Thank you for your assistance on the matter.

From:
To: Mo Marsh
Sent: Thu Dec 08 11:24:25 2011
Subject: Cycle access to Lewes Road from The Avenue

Hi Mo,

I just wanted to write and ask whether it would be possible to have a designated cycle lane coming off The Avenue, turning left towards town onto The Lewes Road.

Currently, as a cyclist using this road, one frequently gets stuck behind a long stretch of cars or trapped as they turn left.

I feel it would be a lot safer if there was a distinct road marking allocating a space for cycles to turn left.

Could you look into the feasibility of this please?

Also are there any plans afoot to install sleeping Policemen on Hillside as cars thunder up and down at a very dangerous pace. Especially round the bends where there is no visibility of oncoming traffic. Buses are sometimes the worst culprits!

Many thanks for your time and look forward to hearing from you,

newcomb.

Bikes should have something like a number plate to make it easier to identify unlawful bike users.

Bikes should have a form of mot to make sure they are roadworthy.

Bikes should have a form of tax disc to help maintain cycle lane maintenance.

Although I do not agree with residents paid parking something needs to be done about people parking in the area, for football matches - university - and travelling into town.

Speeding - Barcombe Road has two blind corners yet people still speed along there, it is an accident waiting to happen. The area around the shops needs double yellow lines as parking for shops impedes access to bus stop and crossing which both have drop kerbs.

Recommendations regarding sustainable transport on the Lewes Road.

Cycling:

1. Cycle lanes should be 2 metres wide or removed altogether.

Cycle lanes are too narrow, which makes them worse than none at all. Motorists use the white line as a guide for where the left side of their vehicles should go rather than judging the amount of space a cyclist actually needs. The effect is that vehicles are passing cyclists with only 30 centimetres to spare and overtake cyclists at greater speed.

Research shows that cycle lanes must be 2 metres wide. This is rarely possible and therefore it is safer to remove cycle lanes altogether than have sub standard cycle lanes. This is because where there are no cycle lanes motorists give 0.4 metres more space when overtaking cyclists and overtake at a much slower speed. (Owens 2005), (Parkin 2009).

'Arguably the effect of providing facilities that increase drivers' confidence but are unsuitable for cyclists to actually use may increase cyclists' exposure to risk. This implies that those responsible for the provision of cycle infrastructure should ensure that the recommended standards' (TRL Report TRL549).

An extremely bad design is the cycle lane which runs parallel to parked cars on the Lewes road. In taking the cycle lane, cyclists are too close to parked cars. If a car door was opened, there would be a collision. To avoid such a scenario, cyclists must cycle outside of the cycle lane. However, other traffic do not understand why the cyclist is not in the cycle lane and make attempts to run the cyclist off the road.

2. Preferred option is to have a shared bus and cycle lane.

A shareable 4.5 metres wide bus-and-cycle only lane would be preferable since this would be safer for cyclists and consistent with road planning in London where the same transport conditions apply. This will also prevent buses getting snarled up in traffic, improving efficiency of bus routes.

3. Remove bus lay-bys.

Bus stops in bays is also a problem as buses cross the path of cycles as they pull in to the stop. Having cycle lanes which go behind bus stops are unsuitable because they spit out cyclists in front of buses.

4. Having a cycle lane painted within a bus lane is a very bad idea.

Having cycle lanes painted in bus lanes gives the impression to bus drivers that when a cycle lane is not present, cyclists are not legitimately present in the bus lane. This is actually the case in Brighton but nowhere else in the country! It also has the tendency to 'force' cyclists too close to the kerb and give bus drivers the licence to pass too close and too fast.

5. Cycle Training and Bus driver cycle training.

Bus drivers need to be trained and instructed to be patient and careful around people who are cycling. This is something that has worked extremely well in London. Children and adult cyclists should also be encouraged to take up cycle training. Many cyclists I have spoken too are unaware of the necessity of taking the primary position at pinch points. Instead they cycle in an unconfident manner, keeping to the left and staying in cycle lanes even when it is dangerous to do so.

An example of dangerous cycling can be regularly witnessed at the Vogue Gyratory. Cyclists tend to cycle on the left of the middle lane which places them precariously between two lanes of traffic going in the same direction. They then take the very narrow cycle lane and are forced into the gutter by fast moving traffic coming off the gyratory. Instead cyclists should cycle in the middle of the middle lane around the Vogue gyratory until reaching the bus stop by *Shabitat* when it is safe to then move left and occupy the cycle lane should they choose to do so.

Other recommendations for the Lewes Road and surrounding area:

1. Strongly support removal of Vogue gyratory and return of Lewes Road to two-way working.
2. Ideally 20mph limit but at least strictly enforce the 30mph limit with an average speed camera system.
3. Motor traffic volumes must be reduced in order to improve the experience of the street for people on foot and cycle.
4. Removal of cycle lane bollards and islands on The Avenue. These tend to force cyclists into parked cars and/or spit cyclists into traffic coming from behind as they try to avoid cycling into the back of parked cars.
5. Install full road width cushions on Hillside to slow traffic on blind corners.
6. Remove No Entry sign painted on the bottom of Southhall Avenue and warn drivers that this is a cycle contraflow running along Dewe Road and Southhall Avenue. Otherwise, this is an excellent safe commuter route for cyclists living in the local area.

References:

- <http://homepage.nflworld.com/pete.meg/wcc/report/cycle-lanes.pdf> (Owens 2005)
<http://www.bolton.ac.uk/News/News-Articles/2009/sept2009-3.aspx> (Parkin 2009)
http://www.transport.uwe.ac.uk/cycling_and_society/Meyers%20and%20Parkin.PDF (Full Report Parkin 2009)
Basford L, Reid S, Lester T, J Thomson J & Tolmie A (2002) *Drivers' perceptions of cyclists*, TRL Report TRL549, TRL Limited. (CITED in Owens 2005)