

**Briefing Note**

Newhaven Road South Bridge comprises a masonry arch with reinforced concrete widenings to both sides. The concrete to the undersides of both widenings has deteriorated considerably exposing large areas of the steel reinforcement and is in urgent need of repair. There is also a stone masonry wall adjacent to the bridge which requires to be repaired, where a large tree has been growing beside it and the roots have managed to displace a number of the stones. Other works to be carried out include graffiti cleaning and repointing along with installing lighting beneath the bridge.



Figure 1 Degraded concrete and exposed steelwork



Figure 2 Displaced masonry

The works commenced on Monday 22nd June 2020 for 11 weeks and the cycleway/footpath beneath the bridge will be closed to the public during this time between Connaught Place and West Bowling Green Street.

Consideration was given to keeping the path open during the works at Newhaven Bridge by constructing a 'tunnel' beneath the bridge with a crash deck to protect the public from demolition works above. This has its own difficulties for users of the cycle path, due to the need for cyclists to dismount, and the safety of the public at night-time. However, the real issue is Contractor's plant sharing the cycle path on the approach to the bridge. We will have heavy plant bringing in and removing equipment and material, both during the week and at weekends. The structure will require a significant amount of concrete to be removed before being repaired, and this uses substantial amounts of materials.

Three different cyclist and pedestrian diversion routes were considered, in consultation with the Council's Active Travel team, the Contractor.

- Via Ferry Road
- Via Bonnington Grove
- Via Victoria Park

The Ferry Road diversion is the obvious choice but due to the amount of traffic and the state of the road, this was not considered a viable/safe option for the type of users the path usually hosts.

The diversion route travelling east along Bonnington Grove was rejected for a number of reasons mainly concerning safety:

- Bonnington Grove is a narrow one-way street for traffic travelling west along the street.
- Assuming Bonnington Grove remains a one-way through road for cars, the road width narrows down from 4.5m to 2.9m making it impossible to implement a safe cycle contraflow. The width of Bonnington Grove at the junction with Newhaven Road is too narrow to accommodate a temporary traffic island to protect cyclists emerging onto Newhaven Road

and due to parking on Newhaven road, emerging cyclists will have difficulties seeing and being seen, as a result of impaired sight lines.

- If Bonnington Grove is closed at the Newhaven Road end, using barriers which only allow cyclists, and vehicles are permitted to access the street from Gosford Place, we have a situation where there will be vehicles and cyclists travelling in both directions on a very narrow street, where at some points the street will be too narrow to permit this. In addition, closing the street at one end requires vehicles entering the street to u-turn in order to leave the street. This creates its own safety issue where vehicles are turning on a very narrow road with cyclists travelling in both directions.
- Implementing a suspension of parking to maximise the road width available was considered, however this would have little benefit due to there being extremely narrow parts of the street and it was felt that it would be hugely unpopular with residents and difficult to enforce if people decided to park anyway. Also, residents would need to park on neighbouring streets which creates pressure on parking in other areas and some residents may not be able to park elsewhere due to mobility problems.
- Another option considered is to close Bonnington Grove completely to vehicular traffic, however this would only benefit cyclists and pedestrians and would be heavily opposed by residents unable to access their property by car. This option creates the same problems raised by a suspension of parking on the street, discussed in the previous point, and would obstruct emergency vehicle access.

The chosen diversion via Victoria Park for those travelling eastwards and then via Bonnington Grove for those travelling westwards is considered the safest, most direct diversion route given the street layouts available. Please see below a map of the diversion route:



Signage will be provided asking drivers not to overtake cyclists on Newhaven Road between Victoria Park and Pitt Street and a sign will be provided advising cyclists emerging onto Newhaven Road from Victoria Park, that the diversion follows Newhaven Road for approximately 320m and they should consider dismounting and using the footway.

A separate signed diversion for pedestrians is not proposed as this would bring more confusion to users and pedestrians can walk in any of the streets without danger.

We apologise for any inconvenience this may cause but hope that residents and path users will understand the greater long-term benefit of these improvements.