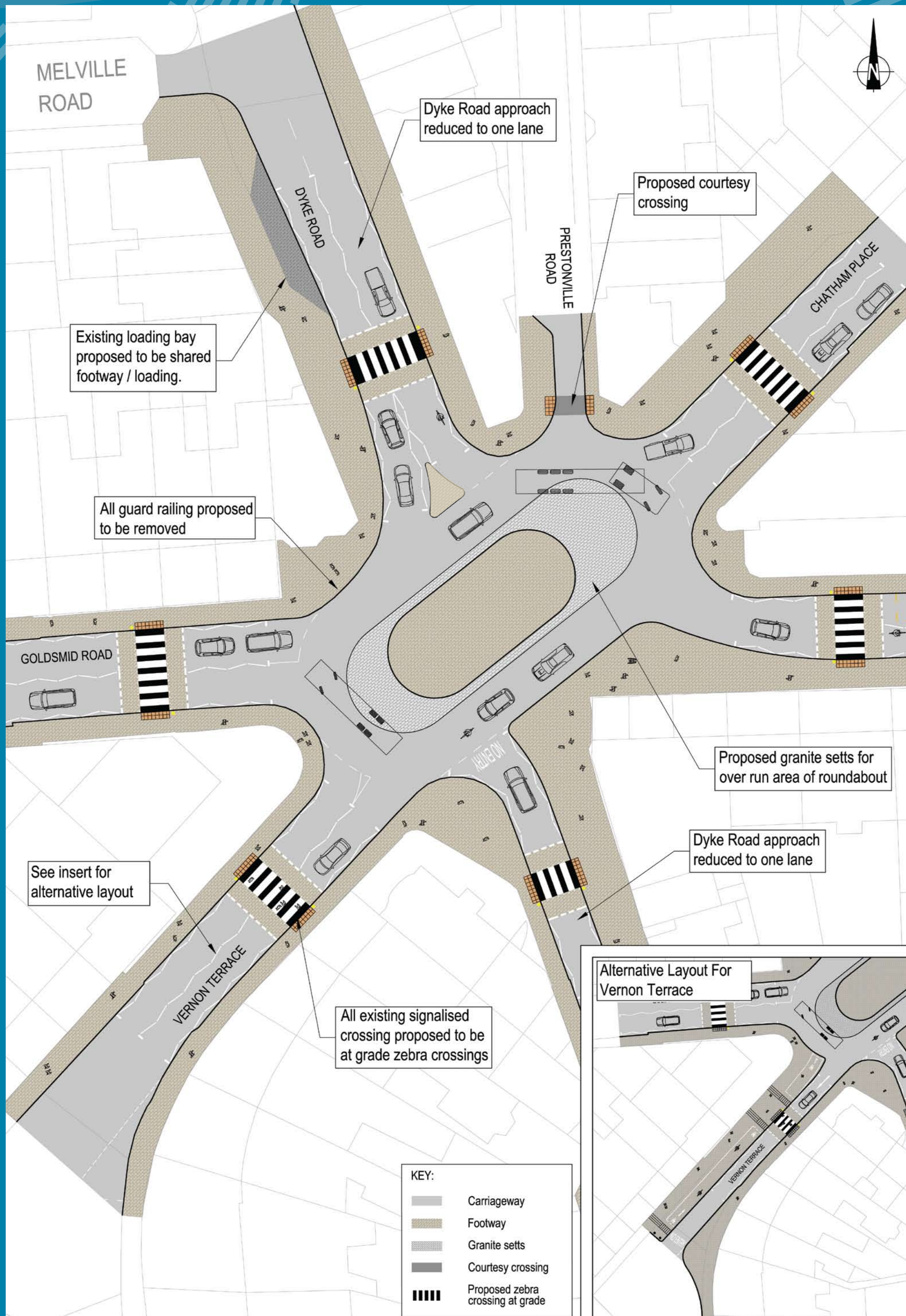
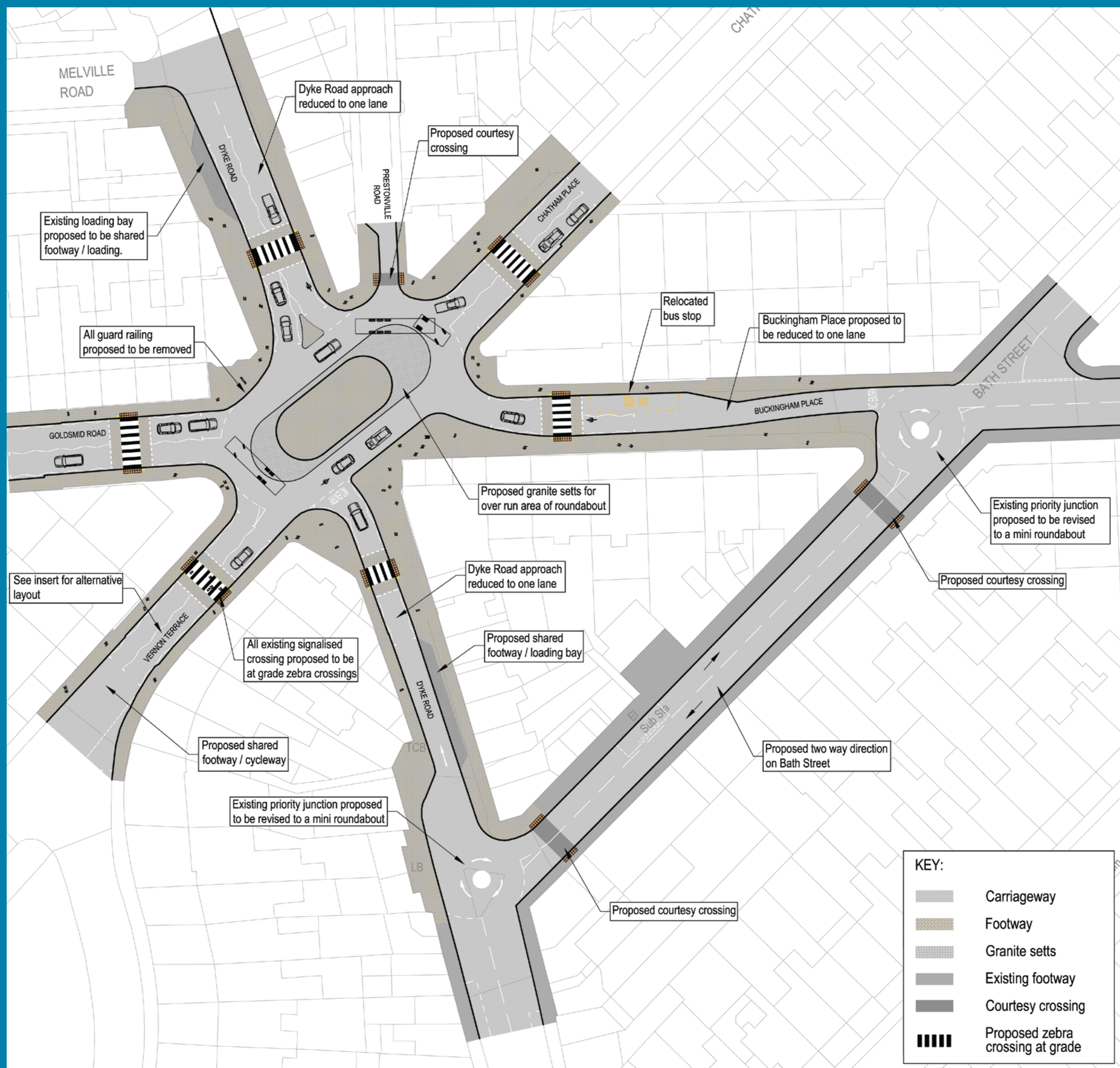


Proposals - Close up view



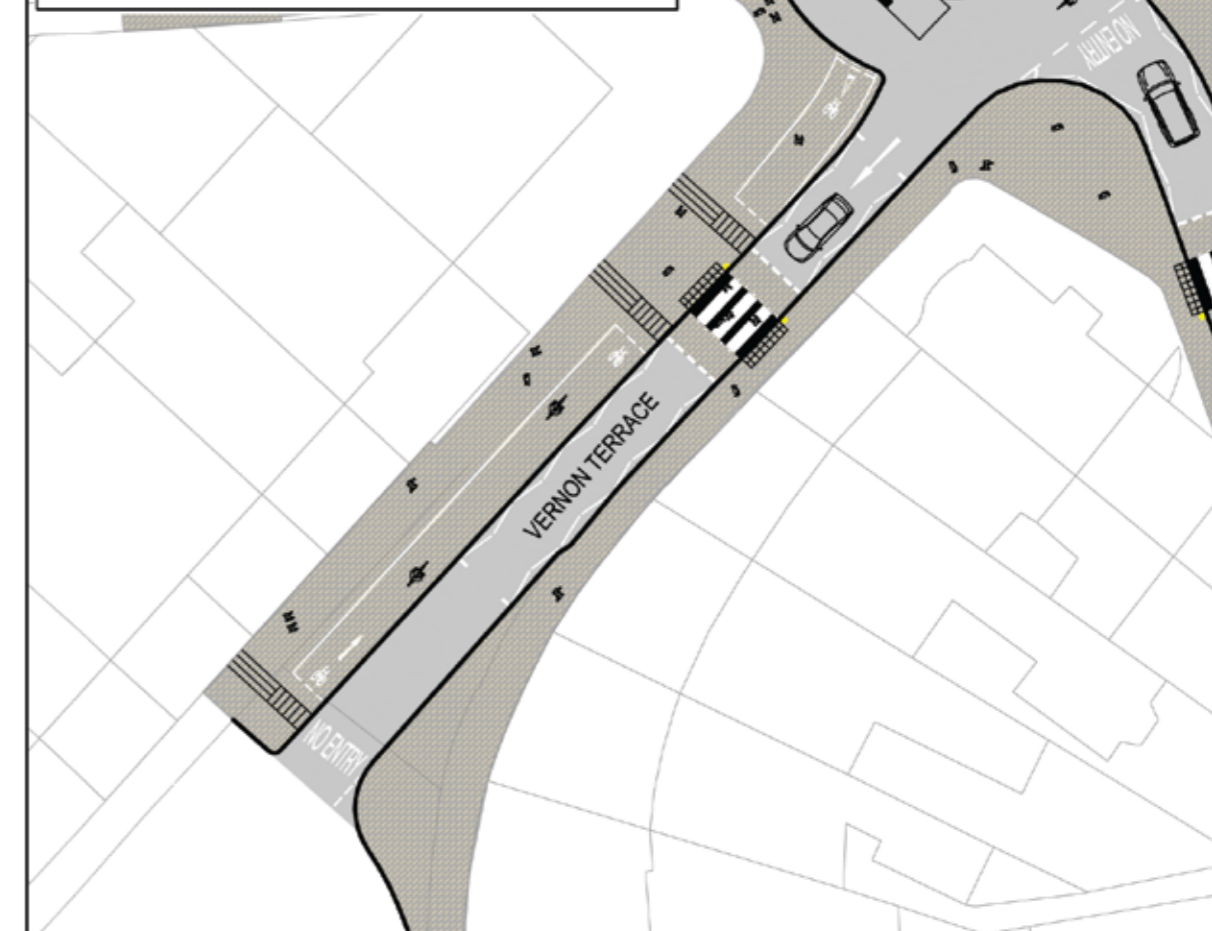
Proposals - Wider view



Key Design Principles

Subject	Reasoning
Make Bath Street two-way for vehicles	<ul style="list-style-type: none"> - Capacity of Bath Street would be used more effectively - Would remove some vehicular traffic from the Dials - Provides new alternative route for cycles and vehicles
Improved Street Environment	<ul style="list-style-type: none"> - Removal of pedestrian guardrailings, and a less cluttered environment - Introduction of modern paving and widened footways - Introduction of new street furniture including benches, planters, and improved street lighting
Larger Roundabout	<ul style="list-style-type: none"> - Larger island feature creates a more effective and legible roundabout - Narrowed vehicle lanes improve driver discipline when using Seven Dials
Vernon Terrace closed northbound	<ul style="list-style-type: none"> - Least amount of traffic enters the Dials via Vernon Terrace - Fewer entrances onto Dials reduces potential for conflict
Replacement of existing pedestrian crossings with Zebra Crossings	<ul style="list-style-type: none"> - More responsive and convenient crossings for pedestrians - Less wasted time for vehicles waiting at red signals

Alternative Layout For Vernon Terrace



Seven Dials - A brief history

1820s Simple crossroads of two streets, Montpelier Road and Henfield Road (now Dyke Road)

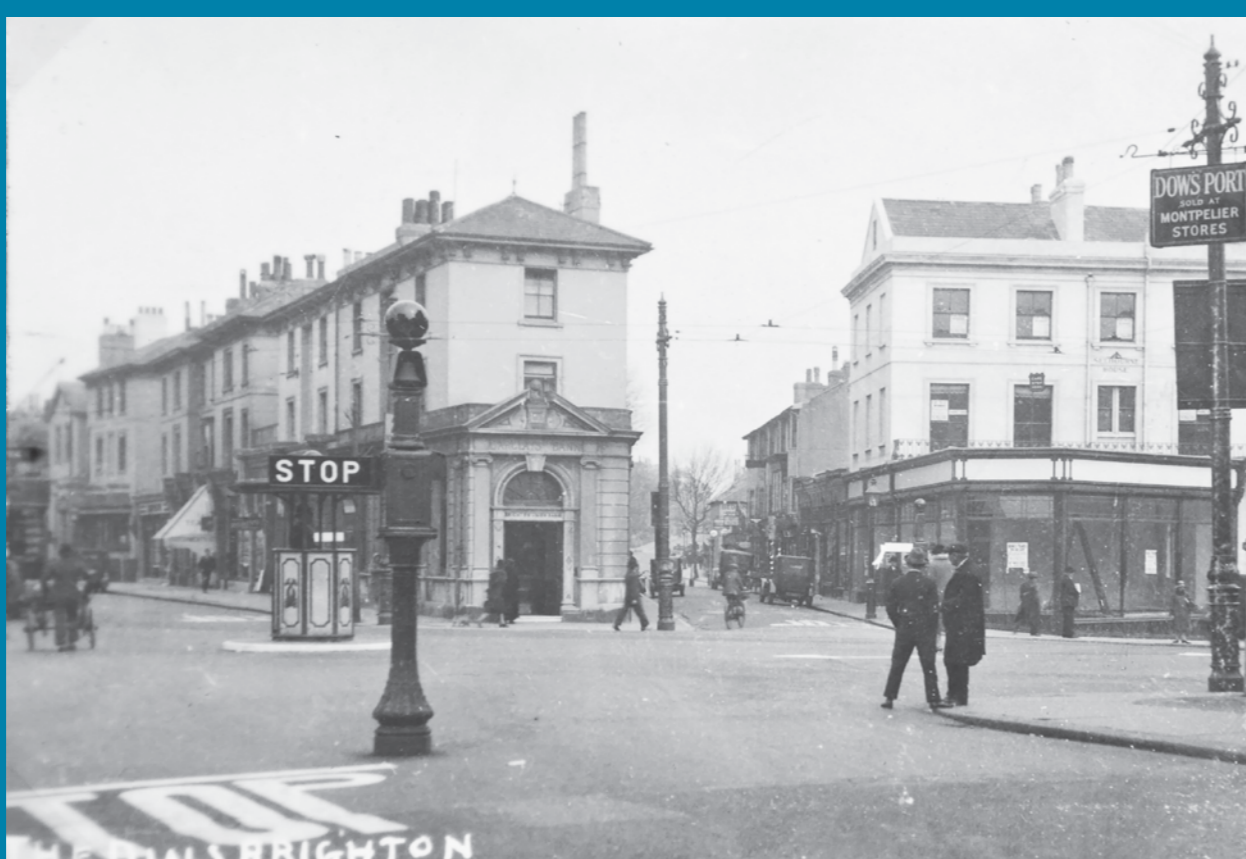
1856 All seven roads in place



1904 An electric tram route was opened between Preston Circus and the Brighton Borough boundary, west of Preston Park Station via Seven Dials junction. A short spur line came off from the junction into Goldsmid Road.



1920s Semaphore traffic signals were introduced at Seven Dials. The signals were operated by a policeman standing in a box in the centre of the junction



1934 A 'temporary' roundabout is built to ease traffic congestion



1939 Trams are replaced by trolley-buses

1947 The roundabout is remodelled



1959 Trolley-bus services ceased

1977 A new one-way system was introduced in the streets around the Seven Dials roundabout. The roundabout was reduced in size and zebra crossings were replaced with pelican crossings.

2012 The current layout...



Why improve Seven Dials?

- 1. Road Safety**
41 accidents in the last 5 years resulting in 44 casualties
- 2. Pedestrians**
Difficult to cross and indirect routes due to guardrailing
- 3. Cyclists**
Particularly dangerous to cycle meaning people are discouraged from doing so
- 4. Environment**
Cluttered, generally unpleasant and high levels of air pollution
- 5. Car Drivers**
Existing road layout causes confusion and apprehension

Buckingham Place now



Proposed road layout



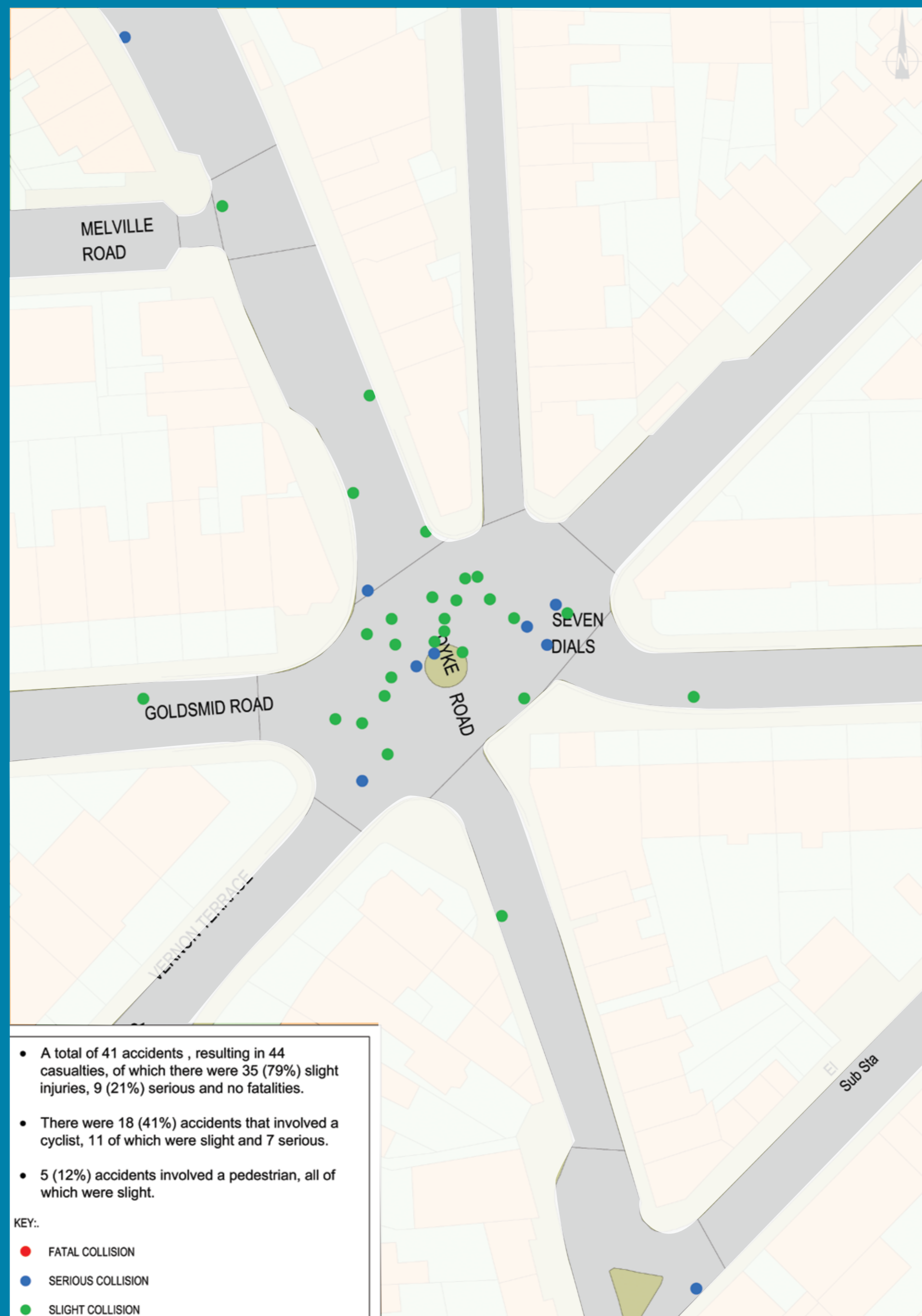
Initial Consultation – Top 5 Suggestions

1. Improve pedestrian crossings/make it easier to cross
2. Reduce speed limit
3. Make it greener/ more vegetation
4. Remove guardrailings
5. Increase the size of the roundabout



Why improve Seven Dials?

Accident Record
– Last 5 years



Informal Pedestrian Movements



Brighton & Hove
City Council

Further information

The consultation period runs for 4 weeks, ending on **Friday 2nd November 2012**. All Questionnaires and correspondence must be returned by then.

Next Steps

Once the consultation has finished, we will analyse the responses and review all of the information you have provided.

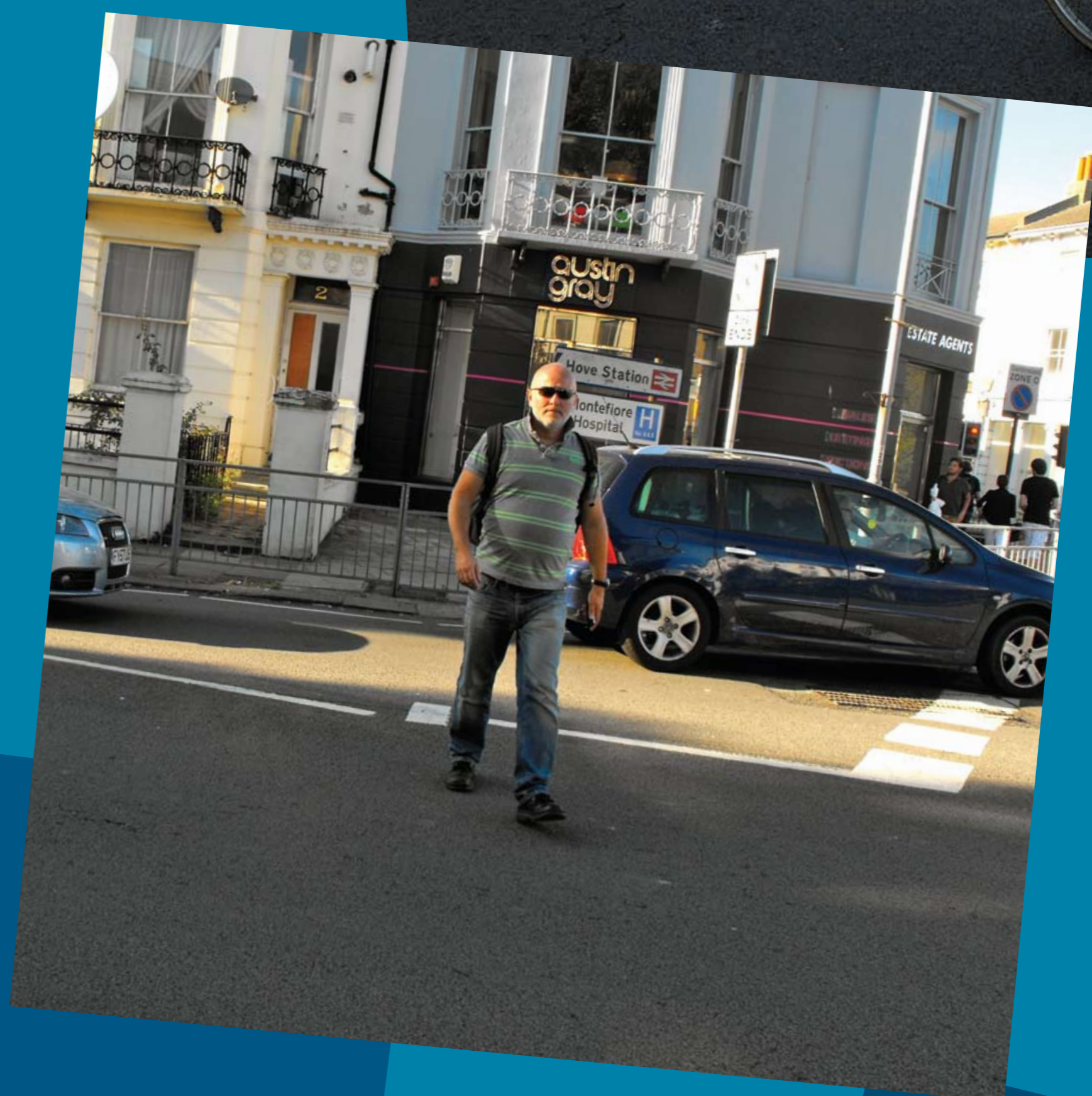
If any changes are required these will be incorporated into the proposals and the consultation results will then be reported to the Transport Committee Meeting on **15th January 2013**.

If, having considered the consultation results, the Council decides to go ahead with the proposals then work could start in **February 2013**.

Further Information

This information is also available on the Council's website at www.brighton-hove.gov.uk/sevendialsproject

You can also email us at sevendials@brighton-hove.gov.uk



**Brighton & Hove
City Council**