

Examples of consultation responses to LTP5 Interventions

**Create an inclusive and integrated transport system**

- An Equality Impact Assessment should be undertaken prior to every scheme
- Consideration of disabled parking not only in the city centre but across the city
- Schemes that feature the loss of parking should be compensated with additional Blue badge bays
- A map for disabled car parking locations in the city
- It needs more of a focus on disabled parking in areas where services are located e.g. health-related destinations
- Avoid locating disabled parking spaces on hilly roads
- Drop-off and pick-up priority bays for taxis and disabled passengers e.g. city centre
- Better enforcement of disabled parking bays
- Signage on streets should be simple and kept brief
- Best practice for locating disabled bays should be embedded into the plan
- Integrated ticketing needs to include consideration for those who may find current and future ticketing systems overwhelming and inaccessible eg apps and cashless payments
- It is difficult for taxis to be part of integrated payment solutions for multi-modal travel
- Helpers on street e.g. for deaf and blind people and those with mobility issues
- Need to influence transport providers on accessibility

**Develop streets and places that encourage and enable active travel**

- We need to design environments that reinforce a pedestrian's right of way
- More pedestrian priority and car free areas
- Design out speeding and greater emphasis on compliance/enforcement
- Speed reduction is a priority – 20mph across the city
- Effective road danger reduction measures
- Separate provision is required for walking and cycling
- More separation (space) between cars, cycles and pedestrians is required
- The interventions are missing existing issues / problems e.g. speed reduction and enforcement
- Removing existing barriers to safe walking in the city is a priority
- Removal of clutter and obstacles (e.g. bins, EV charging infrastructure, litter, signs, guard railing, poorly parked cycles) on pavements and cycle routes, including parked vehicles and pavement parking
- Improved maintenance of pavements and cycle lanes including surface condition and marking of cycle lanes
- Wider pavements and more, and better located, pedestrian crossings
- Low Traffic Neighbourhoods to include 'play streets'
- Include secure cycle parking in Local Mobility Hubs
- Need more places to sit and rest (and toilets) that don't require buying food or drink
- A Mini Hollands approach

- More BTN Bikeshare locations, especially in the suburbs, and incorporating e-bikes and tricycles to also assist disabled/elderly people
- Cycle parking hubs around the city
- More cycle routes and more protected cycle lanes
- Bike stop repair stations
- More publicity of cycle training and more for women (e.g. the women's refugee cycling group)
- Limit deliveries to certain times
- Need restrictions on the movements of large freight vehicles in places where people are moving around
- Deliveries – smaller vehicles in the city itself – larger vehicles deliver to the edge of the city
- More safe spaces and Police presence
- Improved lighting including parks
- More on-street maps and directions (including walking times) to key destinations and to encourage people to go on walks in their local area
- Information in other languages to help tourists

### **Increase public transport use**

- A comprehensive public transport strategy is required
- More detail on the encouragement of public transport is required
- Bus priority needs to be more extensive, with priority through key corridors
- More bus lanes to enable faster services
- Improved bus services including lower fares, frequency, punctuality, capacity, cleanliness, reliability of bus stop real time information, more low/zero emission vehicles, later services
- More lighting at bus stops and routes to/from them, CCTV, transport Police on buses
- Better bus services to the suburbs and outside of the city
- More orbital / cross city / direct bus routes
- 'Safety buses' for women at night
- Demand responsive buses
- Strategic mobility hubs need to be carefully planned so as not to encourage people to drive more or use cars to reach them instead of using buses for their entire journey. There is a danger that these undermine existing public transport services
- Consider renaming strategic mobility hubs 'Park & Ride'
- An equivalent number of car parking spaces in the city to that provided in a strategic mobility hub scheme need to be removed for it to be effective in reducing car use. It needs to replace city centre parking rather than cause additional parking / trips
- Taxis and private hire to have use of bus lanes
- More and better enforcement of taxi ranks, particularly for part time bays
- Coach access, drop-off and parking must be a consideration and work effectively
- Promote more train usage
- Longer, more reliable and less congested trains, and later last services leaving Brighton

- Less expensive public transport, including relative to driving
- Make people aware of the full cost of driving to help them see the real difference between public transport and driving costs
- Opportunities for public transport and shared transport on the key corridors of movement from towns to the east and west of the city
- A city tram in the longer term, linking the outskirts and busy routes

### **Reduce car use**

- Planning should play a key role in ensuring that future developments are in sustainable locations without the need for parking spaces
- Needs more coverage of the drivers of travel e.g. planning, school selection processes, employment patterns
- A policy for new developments not to increase overall car ownership/dependency
- Gradual city-wide reduction in parking spaces and re-use e.g. parklets, seating, dining areas, wider pavements
- There is a need to reduce / discourage the use of city centre car parking; it contributes to congestion (especially on the Seafront) and delays to buses. Pricing in itself only does so much
- A car scrappage scheme, giving mobility credits for sustainable travel options (which could be cheaper than providing financial incentives to switch to electric vehicles)
- Is a Workplace Parking Levy appropriate for the city?
- A Workplace parking Levy should only apply to a certain size of employment site, or to larger employers only
- Encourage more supermarket deliveries (since the 'big shop' is a key driver of car use)
- More restrictions on general traffic required

### **Promote and facilitate the use of low and zero emission vehicles**

- Need to prioritise low emission vehicles such as cycles, e-bikes, e-cargo bikes and e-scooters over higher emitting vehicles
- More emphasis on the use of e-bikes, including for medium distance journeys
- On-street e-bike charging to support the use of e-bikes
- Cycling infrastructure must be designed to accommodate e-scooters and e-cargo bikes
- Whole life emissions need to be considered, not just tailpipe emissions

### **Promote and use technology to reduce and manage travel**

- Signal countdown at traffic lights for drivers to reduce cars still running

