

Object	8
Support	17

TRO-26-2023 A23 Active Travel Phase 1 - TRO Comments Analysis

Object/Support	Comment
Object	Another foolish idea from the council.
Support	This will stop the 'rat run' in Bristol Gardens and create a pedestrian flow between the two shopping parades. At the moment it's difficult to cross BG as there is no refuge island, which exist at all the other roads that lead to the mini roundabout. Many vehicles don't go round the roundabout and come straight up BG from Roedean Road. Hopefully, there will be scope to look at Arundel Road northbound bus stop and layby as it can only take one bus, although meant for use by one bus route, it does get two buses turning up at the same time. Maybe this could be future-proofed so that more buses can stop here. At the moment very few buses pull in tight and when disembarking there is a gap between the pavement and the bus. Walking away from the bus shelter is hindered by a change in level barrier which funnels disembarking passengers into the path of embarking passengers. Raising all the pavement to the level of the bus stop would help, then there would be no need for a barrier. Perhaps a reshaping of the bus stop bay could be considered. Bollards might be needed outside the post office to hinder parking there so that buses turning into Whitehawk Road can do so.
Support	As a local wheelchair user, this junction is currently a nightmare to cross in all 4 directions. I hate crossing it, which I have to do regularly, as soon as one driver kindly lets me cross any section, it risks an RTC from the vehicle behind not understanding why they've stopped as visibility is so poor. I do believe this would make a positive difference for pedestrians, especially those who are disabled or more vulnerable in other ways. I would ask that camber is taken into consideration for the southwest and northwest corners (the corner of Arundel Rd with Bristol Gardens, and again Bristol Gardens with Whitehawk Rd) please as the current pavement is very uneven/bumpy and causes issues for wheelchair users. Also, anything that can be done to ensure that the crossing at Whitehawk Rd is as visible as possible would be good - with the way cars currently park and the way the junction currently works, the small pedestrian refuge island in the middle of the crossing for Whitehawk Rd is quite useful to give some sense of safety. Sufficiently good lighting for evenings/nights would be great, especially with the zebra crossing - it can be a surprisingly dark junction at night for pedestrians currently.
Support	The bike racks need to have bigger spacing for cargo or electric bikes but this is a good move to make cycling and pedestrians safer. I used to live and work in the area for 7 years and it was a death trap! I now cycle regularly to Whitehawk and this will make it safer.
Support	This improvement will make the junction safer for vulnerable road users by slowing vehicles
Support	I believe these are excellent proposals brought forward by the council. It is my opinion that it will improve safety visibility a vulnerable users and sight lines. Also believe it will improve safety particularly for vulnerable road users such as children and disabled persons. And improve the road safety environment for those who choose to walk and/or cycle.
Support	The roundabout at the bottom of Whitehawk Road, and the road layout there has long been extremely hazardous. I support any actions to improve it.
Support	This will make it safer for cycling in the area and encourage others to make a healthy and sustainable transport choice. These proposals will help create cleaner air outside school and create a safer environment
Support	I think both these proposals are excellent changes to what is a pretty scary junction to cycle through. Changing this from a mini-roundabout to a junction like this will make it feel much safer to ride through, and easier for car drivers to take cyclists into account. I also like the way the zebra crossing and pedestrian crossing will prioritise pedestrians and cyclists a bit more without making too much of an impact on drivers ability to get through the junction relatively quickly. The one thing I would like to see is a bit more spacing for wider bikes like cargo bikes in the bike rack, but otherwise I'm really happy with this proposal.
Support	These TROs will make the Bristol Road junction safer for cyclists and pedestrians
Support	Safer for cyclists Removes roundabout. Safer for pedestrians and cyclists

Support	This will make the junction safer for pedestrians and cyclists and also reduce traffic on Bristol Gardens.
Support	These two TROs will make the junction safer for everybody.
Support	Another good step in improving our city's roads for more vulnerable users, such as pedestrians and cyclists. Modal filter to Bristol Gardens is an excellent idea.
Support	This area is desperately in need of this proposed change for safety of everyone using the junctions and to help prevent the speeding along Bristol Gardens and to prevent further structural damage to properties along the road by deterring heavy goods vehicles and cars using it to avoid the traffic lights on Eastern road. There are incidents at these junctions every day and it's is a nightmare for cyclists pedestrians older people children and invalid buggies. These changes are really needed.
Object	I am a disabled person with a Blue Badge & I visit Bristol Gardens and also use Lidl's in this area. I need to be able to access the area and I rely on being able to drive and park. If the Road is closed the number of pay & display parking will reduce, which means I would not be able to access the area & park as I am not able to park with my Blue Badge in permit holder only spaces. How will this be addressed as so much disabled access has already disappeared in Brighton.
Object	> I believe this is pointless and going to cause an unbelievable amount of traffic to the school which is dangerous for the children. The only reason people take this route is because you put traffic lights in the wrong place by mistake and left them there. > the best option would be to remove the lights from Lidl and put in 2 zebra crossing as well as a average speed camera on Bristol gardens instead of closing it down. > Please try and close that road first and access the traffic it creates before you put them children in danger breathing all that co2 from waiting cars.
Object	Hi, Just sending my strong objection to the proposed changes to bristol gardens I find it difficult to park on Rugby Place and occasionally to park on Bristol Gardens so to remove this will see my travelling even further to park
Object	I live on Bristol Gardens and we have not been given adequate notice, if any notice, of the plan of pedestrianising Bristol Gardens and removing the mini roundabout of whitehawk. With the exception of one small poster stuck onto a street light, which I only happened to notice as it was hanging off in the rainstorm yesterday, none of our friends and neighbors have heard of this. One AT poster isn't really adequate consultation for such a big - and dangerous - change to the road. You plan to pedestrianise the bottom end of our street is going to result in accidents. Anyone driving down Bristol Gardens will now have to turn into Bristol place. Which is an incredibly dangerous street with very limited visibility on both ends for people turning in and out of the street. I would like to ask to reconsider plans or to pedestrianise Bristol Place too. Because it isn't a road that can take any traffic in its current state. I would also like to invite you to turn right into Bristol Place from Bristol Gardens and see for yourself that there is no way of seeing incoming traffic - with a constant risk of a frontal accident. I also wonder why nobody dropped letters and consult with anyone in the area. We are all very aware of the dangerous driving that happens in our neighborhood, and your plan is going to make things so much worse. I know there are plans for a development in the area, and I can't help but think these changes are related. But I would like to urge the council to reconsider this decision and run a proper consultation with the Bristol Gardens community. I am sure you would discover that we would love speed bumps and a camera on Bristol Gardens and Church place/Manor road to keep pedestrians safe.
Object	I welcome the intent of this proposed scheme, but fear the overall impact has not been properly considered. The closure of Bristol Gardens eastern end to road traffic will cause additional traffic on the Eastern Road and Bristol Gardens junctions with Bristol Place and may also have a knock of effect to increase traffic using the Eastern Road/Church Place junction to turn right across the flow on Eastern Road. In particular the additional road traffic (Residents, deliveries etc) on Bristol Place will increase the risk to pedestrians, cyclists and other road users as both junctions are already narrow with obstructive views. Bristol Place junction with Eastern road is a staggered junction and close to a bus stop. This scheme must consider the knock on consequences of changing the traffic flows beyond the junction itself, to ensure safety is improved to all pedestrians and road users in the neighbourhood, rather than potentially creating a new problem whilst resolving an existing one. This might mean improvements to Bristol Place junctions will also be required as part of this scheme, or other measures other than closure should be considered to stop rat-runners/speeders using Bristol Gardens
Support	I strongly support the changes to this junction that make the area much safer more vulnerable road users such as pedestrians and cyclists.
Object	I do not think that there has been any consideration to where the local traffic will go if the bottom of Bristol gardens is blocked to traffic. the junction of Church Place and Eastern Road will become more hazardous. this junction is already very busy with cars using the road to come up and over the hill by the racecourse to avoid the city centre. The other option is to use is the Bristol Place/Eastern Road junction, which is a blind and narrow junction, with vision blocked by parked cars. I do not object to the principle of traffic calming in Bristol Gardens which is a fast rat run for many, but the other junctions mentioned above will need to be assessed and altered. Or, put speed bumps in Bristol Gardens, then I would approve of the plan.
Support	This will reduce the impact of motor traffic on the Bristol Gardens area and improve access for walking wheeling & cycling. I would though like to see a parallel crossing north of the junction on Whitehawk Rd to allow people cycling southbound to turn right safely.

Support	Safer and more consideration given for cyclists and pedestrians - hope these changes can be implemented
Object	<p>The prohibition of traffic from the end of Bristol Gardens into Whitehawk Road is a poorly considered decision to which I strongly object for a number of reasons. Firstly, this road is an important thoroughfare, alleviating pinch points of traffic at busy times at the entrance to Eastern Road and when traffic on the B2137 builds up. Secondly, it will negatively impact the passage of public service vehicles such as ambulances and fire engines through the vicinity by both reducing the choice of route and causing traffic build up on the remaining routes. Thirdly, it will do nothing to address the safety of passage of children and other pedestrians to and from the Waldorf School or Rodean Road. This aim would be better achieved by simply adding a proper pedestrian crossing in front of the school and another across the B2066 prior to the entrance to the roundabout, at greatly reduced cost to all involved. I am extremely dismayed that the Council thinks it appropriate to waste resources on such a scheme when there are so many more pressing traffic matters to contend with, such as road surface quality and keeping traffic moving around the City so as not to cause excessive air pollution through idling cars stuck in traffic jams.</p>

