

Brighton & Hove City Council

Appendix A - Marine Parade Bus Lane Consultation Comments Summary

1. Initial consultation period comments summary

The Marine Parade Bus Lane consultation period was held between 10th May and 28th June 2024.

The consultation received 895 responses from residents and stakeholders.

- Around 50% of all comments on bus travel stated that the bus lane should be made longer. In addition to this about a third also thought that the proposed bus lane would speed up journeys.
- Highest numbers of comments about the pedestrian environment were centred around concerns about the removal of the pedestrian island.
- Highest numbers of comments about cycling raised concerns about not including a segregated cycle lane and safety for cyclists, although many respondents thought that this proposal would increase safety for cyclists.
- Some responses questioned why the funding couldn't be spent on repairing roads.

Stakeholder feedback included:

- Brighton & Hove Buses have expressed support for the scheme and the need for it.
- Cycling stakeholders requested: the provision of a bi-directional cycle lane, a single-stage pedestrian crossing, for the perceived pinch point for cycles at the pedestrian crossing to be addressed, a temporary westbound cycle lane on the pavement on the southside footway, assistance to eastbound cyclists, and to address the perceived obstruction the taxi-bay would provide to cyclists.
- Pedestrian stakeholders requested speed reduction measures, an increased number of pedestrian crossings and a single-phase pedestrian crossing.

Having reviewed the comments and feedback, council officers were able to review and make changes to the design:

- Keep the pedestrian refuge crossing on Marine Parade east of its junction with Camelford Street.
- The funding is specifically for the bus lane in this location, but some resurfacing was completed at the same time where required.

On cycling, the shared bus lane is intended to provide some benefit in the medium term by providing space for westbound cyclists away from other traffic. There remains an aspiration to provide a two-way higher quality cycle facility in the council's Local Cycling and Walking Infrastructure Plan; however, funding is not currently available for this.

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2. ETRO comments summary

An Experimental Traffic Regulation Order (ETRO) was advertised relating the proposed changes along Marine Parade. The ETRO process is a statutory requirement that allows any member of the public to comment on proposed changes to road use and traffic management, following the initial consultation held. This was open for comment between 1st May and 27th December 2025.

A total of 23 comments were formally received to the ETRO during the consultation period. Of these:

- 5 comments objected to the change in use/timings of the taxi bay
- 4 comments supported the bus lanes installation to improve bus priority, reliability and active travel
- 3 comments objected to the bus lane installation as they felt it would cause congestion and pollution
- 2 comments requested that motorcycles be permitted in the bus lane

The rest of this document summarises the key themes during the ETRO comments stage and provides responses to clarify the rationale behind the proposed changes, address concerns, and demonstrate how the scheme aligns with broader transport and environmental objectives.

All feedback received has been carefully reviewed and grouped into five main categories/themes.

Officer responses are provided below each category/theme.

Change in use/timings of the taxi bay

- Opposed the change in use/timings of the taxi bay
- Concerns loading bay can now be used by taxis registered outside of Brighton & Hove using ride-hailing apps.
- Raised concerns over lack of consultation regarding this change.
- Requests for the immediate reinstatement of the 24-hour taxi bay.

Response:

Following correspondence with stakeholders in the taxi trade, the 24-hour taxi bay was reinstated in the amendment ETRO (TRO-1a-2025). No further objections or correspondence has been received following the reinstatement of the 24-hour taxi bay.

Bus Priority, reliability and active travel

- Proposals would improve bus flow and reliability, helping services keep to timetable.
- The shared bus and cycle lane is seen as an efficient use of road space.
- Positive impact expected for Coastal bus services.
- Changes would help buses move more smoothly through the Old Steine.
- Strong support for prioritising buses, cycling and walking over car travel.

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Response:

N/A

Congestion and pollution

- Potential for longer journey times for both private vehicles and buses, during construction and once complete.
- Risk of increased congestion, particularly on Edward Street.
- Negative impact on air quality, with concerns about higher pollution levels.
- Feeling that the previous layout was adequate and did not require change.
- Perception that the road is not wide enough for the proposed design.
- Eastbound cyclists causing delays, as vehicles cannot overtake safely.
- Overall concern about greater congestion and pollution resulting from the scheme.

Response:

The current traffic flow is not deemed to have been adversely affected in practice. The plans also tie into the new Valley Gardens 3 project which is currently being constructed. The aim is to balance bus and cycle prioritisation with overall traffic efficiency making bus journey times on this section more reliable. There has been some disruption associated with the Valley Gardens Phase 3 construction, but this has not been caused by the bus lane itself. Indeed, the bus lane has helped to reduce the impact on buses during the construction period.

Permit motorcycles in bus lane

- Respondents questioned why motorcycles are not allowed in the bus lane.
- Some felt motorcycles should be permitted to use the bus lane.

Response:

Motorbikes are not allowed to use the Marine Parade bus lane. This is to keep restrictions consistent across bus lanes in the city centre.

Requests for design amendments

- Respondents requested:
 - Addition of no waiting/loading restrictions
 - Remove all loading/taxi bays
 - Request bus lane in both directions
 - Request removal of pedestrian crossing
 - Bus priority at Sealife centre traffic lights for westbound vehicles
 - Changes to improve streetscape

Response:

Other waiting and parking restrictions could be considered in future changes should the ETRO be made permanent, but they will not form part of these proposals. The loading and taxi bays have been retained as there is still a need to retain space for

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businesses in the area to received deliveries and other comments received called for the taxi bay to be retained.

There is not adequate space for there to be a bus lane in both directions and maintain both directions of vehicle traffic. The westbound bus lane has been prioritised as this is where delays are greatest.

A new pedestrian crossing has been installed to support the high levels of footfall in this area, particularly in summer.

The shared bus and cycle lane helps buses reach the Aquarium junction more quickly, providing bus priority. The new traffic signals at the Aquarium roundabout fall outside the scope of this project.

Streetscape improvements have been included where feasible within the project budget and site constraints.