

Appendix 2

Better Bus Areas: Edward Street/ Eastern Road Submissions made in support and in opposition to the advertisement of Traffic Regulation Orders:

- **TRO-17a-2013** Brighton & Hove (Edward Street & Eastern Road) (Bus Lane) Order 201*
- **TRO-17b-2013** Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*

Submissions have been provided exactly as they were submitted

Submission 1:

In support of the Orders

From Brighton and Hove Bus Company

The provision of a bus lane in Edward Street will support sustainable travel in the city and benefit bus passengers in many parts of the city as it is used by buses from several different areas. This road can become quite congested at times, often by cars queuing to travel north (towards the A23 and car parks) whereas the buses are travelling south (to the Old Steine). By reducing journey times bus travel becomes more attractive and therefore encourages people to use the bus rather than driving their car into the city centre. For these reasons I strongly support the provision of the bus lane.

Submission 2:

Objection to the Orders

Dear Sir/madam,

I am the owner of 163 Edward street ,I run my Buisness at this address . I am strongly opposed to the introduction of a bus ,cycle and taxi lane in Edward street . Buisness has already been adversely affected by high parking meter charges . Introducing a bus lane will hamper trade in this area people will not be able to access our shop easily and will find it even more difficult to park in this area.

We have deliveries every day, suppliers will find it hard to park. The council should think about traders and the effect on the towns economy. At the moment buses go down Edward street without a problem I see no reason for change.

Submission 3:**Objection to the Orders**

From a business owner and resident on Edward Street

No unloading area designated by commercial properties from Upper Rock Gardens to Chapel Street and I am also concerned about the disjointed bus lane in Edward Street, which I think it looks dangerous

Submission 4:**Objection to the Orders**

I object to the reduction in road space for general traffic and introduction of cycle and bus lanes on Edward Street and Eastern Road as proposed in TRO 17a-2013 & TRO-17b-2013. I object to the implementation of the scheme with permanent and expensive changes to the highway and central reservation before a long term trial has been carried out to prove the effectiveness or ineffectiveness of the measures. I object to the introduction of an unneeded and unwanted eastbound cycle lane on such a steep hill as Edward Street, which will be largely unused by cyclists who will prefer to take flatter routes. The scheme will cause unnecessary traffic congestion and divert traffic to unsuitable alternative routes such as Carlton Hill and St. James' Street. Local residents of the Carlton Hill area are very strongly opposed to the scheme, and their view are being disregarded. There will be a loss space for loading of vehicles, and no room to overtake vehicles which can only crawl up the hill. No room is allowed in the proposals for queuing right turning vehicles to be passed, even at the Upper Rock Gardens Junction. Currently there is no problem for the occasional cyclist who climbs the hill, since the 2 lane layout allows them plenty of room and allows safe overtaking. Given the that the proposal has no benefits it seems to be intended as a negative measure to impede general traffic, which is strictly against DOT guidance. I object to the removal of a lane for westbound traffic and introduction of sections of bus lane on Edward Street and Eastern Road. The measures will cause unnecessary delay and congestion to general traffic (which will ultimately back up to delay buses on Eastern Road), while providing little benefit to buses, which are mostly held up by stopping at bus stops and junctions and in particular congested traffic around the corner on Pavilion Parade. There seem to be no facilities allowed for loading of vehicles, which is unacceptable, considering the number of commercial premises on the street. There is no allowance for passing queuing right turning vehicles, which will already be delayed by the higher density of congested traffic squeezed into the single lane on the eastbound carriageway (as is now experienced on Lewes Road). The scheme seems to be designed to give some notional (but minimal) advantage to a privately owned transport company, at the massive expense to the taxpayer and to general traffic. DoT guidance strictly prohibits schemes which are designed with the intention to just negatively impact on general traffic. I object to the sections of bus lane on Eastern Road (both directions) and in particular the insidious building out of the bus stop lay bays into the road. The short sections of bus lane will provide little or no benefit for the buses compared to the current layout, but will impact negatively on the free flow of general traffic. The building out of the bus stops will actually cause delays to buses (as

demonstrated on Lewes Road) which will find themselves unable to overtake each other when the outside lane is congested. Anything which causes increased congestion on the Westbound section of Eastern Road has the potential to cause massively negative effects for all traffic in both directions East of Freshfield Road, with the added effect of diverting traffic onto less suitable routes such as St. Georges Road. I object to this scheme being forced through with no regard for the effect it will have on the ordinary road user, and the waste of tax payers money. No economic impact assessment has been produced showing that the scheme is in the public interest. No contingency plan or budget seems to have been allowed for in the event that the effects of the scheme are as negative as most road users believe it will be. The scheme furthers the viewpoint that the current council administration is 'anti-car' and not fit to manage the transport infrastructure of the city.

