

Appendix 3 Traffic Regulation Order Consultation Comments and Officers response.

Table 1 Traffic Regulation Order number TRO-37-2019 Consultation Comments

Number	Support/Object	Reasons given	Officers Response
1	Object	Specific objection to the righthand ban from Kingswood Street	Remove this particular item from the order and consider at a later date once monitoring has been completed.

Table 2 Traffic Regulation Order number TRO-9-2020 Consultation Comments

Number	Support/Object	Reasons given	Officers Response
1	Object	Used complete ambiguous language which isn't Highway Code legal at all... Signage placed so by the time you are aware or informed you have already been fined!! Not acceptable at all... Completely unclear and unnecessary it's just a attempt to create a carless city!! All these attempts to make the city inaccessible to residents and more so disabled people dam right breaks equality rights for disabled people.	The Valley Gardens signage and lining has been designed and checked to ensure compliance with regulatory signage and lining. The scheme itself provides access routes for all properties and services.
2	Object	This has not be widely shared with the community. It will be impossible NOT to drive on this section of road for many people. You are just money hungry at a time when this country is on its knees financially. Free up the roads more. Bringing people into Brighton and Hove not fines for them going in the badly signed posted (Well there's no signs) "BUS GATE"	Fines are only issued to those who do not follow the signage in place. Bus Gates are legally enforceable and are placed at strategic locations to enable public transport, buses, and taxis access to improve the sustainable travel offer in

		<p>which is NOT a legally enforced term. It is NOT in the highway code. Free the city not fine it!</p>	<p>the city which I heavily realised upon for many of those who do not have access to a car including visitors. An extended grace period where fines were not issued was granted to enable users to become accustomed to the new road layout.</p>
3	Object	<p>York place used to be congested enough and now you want to direct all of this traffic to the eastern side with all of the south bound traffic as well. It simply doesn't make any sense. Not only that but there is currently zero signage to direct traffic away from continuing down York Place and up Trafalgar street instead before you are caught by the camera. It appears to me that the Green Party are not considering cars and other vehicles who pay road tax at all. After all, their money is paying for all of these new road layouts. It's an outrage!</p>	<p>The current layout has been in place for nearly two years now and monitoring is taking place to observe traffic levels. Signage and lining has been considered and reviewed as well as required road safety audits. No issues identified.</p> <p>Road tax was abolished in 1937 and replaced by Vehicle Excise Duty. This is a tax on cars, not roads, and is related to the amount of carbon dioxide a car releases, effectively to off-set the environmental consequences of carbon dioxide released from the vehicles, some cleaner vehicles are exempt.</p>
4	Object	<p>Whilst I support the desire to improve traffic flow efficiency in Brighton and reduce car usage in central Brighton, the current implementation of the Bus Gates does exactly the opposite.</p> <p>Throughout the changes to the Valley Gardens project, from the public consultation period to the final design and implementation, Brighton council have confirmed and reassured local residents that local access would be as it was before. We live in Cheltenham Place and, due to the pre-existing one-way system, can only access our road from the northbound A23/Gloucester Place. All correspondence and communication from the Council has been that we would continue to access our property by driving up "Marlborough Place & heading north &</p>	<p>Bus Gates are legally enforceable and are placed at strategic locations to enable public transport, buses, and taxis access to improve the sustainable travel offer in the city which I heavily realised upon for many of those who do not have access to a car including visitors. The bus gates offer the opportunity to limit the number of private vehicles using the public transport corridor to a minimum, reducing the impact on buses and taxis. The bus gates at strategic locations also offer the opportunity for vehicles to access frontages along Valley</p>

		<p>turning left into Gloucester Street as you currently do."</p> <p>However, the new "Bus Gates" have been introduced which mean we are now ludicrously forced to turn left into Church Street, into town and back down North Road to turn left and rejoin the A23. This adds unnecessary traffic burden to Church Street/North Laine/North Road. Furthermore, the signs and road markings at the junction of North Road and the A23 are incredibly unclear. Residents have had extensive conversations with the council to try and understand the new logic. It is patently unclear to non-residents and business deliveries.</p> <p>I support the need to control access to the west side of the A23/Gloucester Place but I don't agree with the current implementation. I would suggest:</p> <ul style="list-style-type: none"> - Ability for drivers to head north from Marlborough Place into Gloucester Place provided they turn left at either Gloucester Street or Trafalgar Street. - ANPR controls for any driver using Marlborough Place and Gloucester Place and continuing past Trafalgar Street - Improved signage, road markings and language in the area (providing clarity quickly and sensibly for residents, businesses, deliveries, visitors, overseas visitors) 	<p>Gardens. Access by private vehicles remain possible for all businesses and residents however for a very small minority this may not be as direct as previously. As part of the post implementation minoring and review we will consider the point made.</p>
5	Object	<p>It's completely illogical and visitors to Brighton are bound to get caught out. We can't claim to be a welcoming, tolerant, inclusive city and then slam unsuspecting visitors with fines for a totally illogical road layout. How on earth will they work it out? And by the way, I very rarely drive - am much more a walker and cyclist. I hate cars! But this just seems bonkers! I really would appreciate an explanation as to the reasoning behind it. Thank you</p>	<p>The road layout has been simplified for those visitors passing through the area. For all out of town traffic can keep to the east of the gardens and continue along their journey either north or southbound. The number of complex junctions has reduced. The Valley Gardens signage and lining has been designed and checked to ensure compliance with regulatory signage and lining.</p>

			We will continue to monitor how the scheme operates.
6	Support	This is not an objection, but we will need to see how Police can enforce the area.	Enforcement is via AMPR cameras for the bus gates all other changes will largely be self enforcing.
7	Support	Not an objection but we will need to consider how bins are collected	Provision has been made for bin collections including communal refuse bins and private/business collections.
8	Support	In support of the bus gates but asks if bus lanes can be installed instead of bus gates.	The installation of bus lanes would mean general traffic would not be permitted to access the west of the gardens preventing access to some properties. The current scheme provides for access to properties.

Table 3 Traffic Regulation Order number TRO-20-2020 Consultation Comments

Number	Support/Object	Reasons given	Officers Response
1	Object	Object Hoeberichts Visitor We have been advice that for deliveries to York place, we can only enter from Lewes Road. - Busses and other traffic traveling North on York place, block the loading bays (due to traffic light) on York place. -If you wait until traffic has cleared to acces the loading bay's, queuing traffic behind you going south will now block the junction St peters Place - London road - Yorkplace.	Full Road Safety Audits have been undertaken to ensure the road layout is safe and fit for purpose. Additionally we have conducted a number of post implementation communications to ensure delivery drivers are aware of the new road layout and are accessing in the correct way. We will be

	<p>When driving out of York place, you are directed to Trafalgar street.</p> <ul style="list-style-type: none">- Trafalgar street is too narrow to navigate with a HGV due to parked cars, so the only way out is to make a three point turn (using the pavement) on York place creating an incredible dangerous situation due to traffic coming from both ways, cyclist navigating between the traffic and pedestrians. <p>We understand that the vehicles blocking Trafalgar street should not be parked there, but once you have turned into Trafalgar street, there is no way to reverse back out.</p> <p>We have witnessed several delivery drivers creating dangerous situations on York place turning around, or ignoring the bus lanes (as there are currently no fines being issued until the end of the Month)</p> <p>Please review the road layout, and consider access from both sides - for access or deliveries only -</p>	<p>carrying out monitoring of the schemes performance over the three years post implementation to monitor how its working</p>
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