

APPENDIX 1 – Phase 1 20mph SLO - Items of correspondence

Who	Relevant SLO	Object / Support	Contents
1. Resident (Outside of Phase 1 area)	All	Support	<ul style="list-style-type: none"> • General Support • Desire to see taxis slow down
2. Resident	All	Support	<ul style="list-style-type: none"> • Full support, as this measure has been due for a long time • Specifically refers to support for Church Road, Hove
3. Resident	All (8 individual Submissions)	Support	<ul style="list-style-type: none"> • Proposed approach is clear and consistent; it is easy to understand and will be easy to navigate; it is also fair and transparent • Will cost less than a piecemeal approach • Use of the schools and park as community spaces outside school hours means that there are often young people and other vulnerable users at all times, including at night • A wide-area approach is essential to reducing confusion from chopping and changing between 20mph and 30mph areas. Other approaches (including “variable” speed limits – eg. 20mph during the day, and 30mph at night) would simply increase confusion and risk to vulnerable users, so should not be considered.
4. Brighton and Hove Bus Company	All	Object	<ul style="list-style-type: none"> • Object to impact 20mph speed limit will have on commercial viability of bus routes in the early mornings, evenings and through the night • Extended journey times to take account of the 33.3% reduction in speed achievable • Will lead to reduced bus services
5. Resident	All	Object	<ul style="list-style-type: none"> • Support this being put in place for busy pedestrian areas but not on all roads • Will not conserve energy • Will only reduce accidents in busy pedestrian areas
6. Resident	All	Object	<ul style="list-style-type: none"> • The new speed limit proposals of 20mph do nothing to enrich my life • Waste of time and money. • A complete contradiction to the rest of the country. • Bad PR for the city in general.
7. Resident	All (6 submissions)	Object	<ul style="list-style-type: none"> • Object to inclusion of major roads specifically Eastern Road and Lewes

			<p>Road</p> <ul style="list-style-type: none"> • Will increase journey times • Lower limit will make roads more dangerous and wont reduce accidents (cited Western Road) • Will have to drive in Second gear which is bad for the environment • It wont be obeyed and there is no way of policing all the small roads in Brighton which means if the main roads are also 20mph people will divert off them onto residential roads in order to avoid the limit • It will make people criminals • People already drive slowly and considerately where they need to • Will affect trade in Brighton as people will not want to visit and people who live in Brighton will not want to cross the town so will go out of town instead
8. Resident	TRO22a	Object	<ul style="list-style-type: none"> • Supportive of residential streets but object to inclusion of Church and Blatchington Roads
9. Resident (Outside of Phase 1 Area)	All	Object	<ul style="list-style-type: none"> • Will add 30% to bus journey times • Will result in congestion • Will reduce frequency of bus services
10. Resident	All	Object	<ul style="list-style-type: none"> • Unnatural to drive at this low speed on main roads, so that more time is spent looking at the speedometer instead of being alert for traffic and other road users
11. Business	All	Object	<ul style="list-style-type: none"> • Consultation sample chosen to skew result • People will loose their driving licenses • Arterial routes should remain 30mph • Better to introduce shared spaces as traffic calming • Businesses using cars will be negatively affected
12. Resident	All	Object	<ul style="list-style-type: none"> • Scheme is anti-car • Would accept the 20mph limit being imposed on all residential streets but not arterial routes • Will increase congestion and cause accidents by increasing driver impatience
13. Resident	All	Object	<ul style="list-style-type: none"> • Object to arterial routes • Request variable limits for evenings (specifically on London Road, Ditchling Road and Lewes Road away from the city centre)

14. Resident (Outside of Phase 1 Area)	All (7 submissions)	Object	<ul style="list-style-type: none"> • Lack of consultation with the taxi trade • Cllr Davey prejudged order before considering objections (quotes Green website)
15. Resident	All	Object	<ul style="list-style-type: none"> • Will increase pollution levels – taxis will not be able to drive above 2nd gear
16. Resident (Outside Phase 1 Area)	All (7submissions)	Object	<ul style="list-style-type: none"> • Lack of consultation with the taxi trade • Object to limit being 24hr • Object to limit on all roads
17. Resident	TRO-22a	Support/Object	<ul style="list-style-type: none"> • Supportive of scheme in general but object to inclusion of Church Road and Blatchington Road as will decrease efficiency of bus services
18. Brighton and Hove Private Hire Association	All	Object	<ul style="list-style-type: none"> • Lack of proper consultation that hasn't taken place with the taxi/private hire trade at all stages • Inclusion of A and B roads • Council are trying to rush this policy through on the cheap, and much more detailed analysis needs to take place. • Failure to follow DfT Circular Roads 1/93 • the general driving community will get frustrated with, leading to more accidents and subsequent casualties • Object to many of the main roads. Specifically named roads are: Queens Park Road, Elm Grove, Freshfield Road, Eastern Road (west), Edwards Street, Church Road, Eaton Road, The Drive, Cromwell Road, Davigdor Road, Lansdowne Street, Montpelier Road, Upper North Street, Western Road, The Upper Drive, New England Road, New England Street, Preston Road, Queen's Road, Egremont Place, Grand Parade, Lower Rock Gardens, Upper Rock Gardens, St James' Street, Viaduct Road, Beaconsfield Road, Ditchling Road, Upper Lewes Road, Lewes Road, Church Street, Dyke Road, North Street, Castle Square, North Road, Trafalgar Street and Tenantry Down Road • Increased danger to taxi/ph drivers arising out of customers getting aggressive and violent, at what they perceive as taxis/private hire vehicles crawling home • Night drivers' loss of earnings • Substandard level of research that has

			<p>been undertaken by the council in particular lack of comparison between accident rates in existing 20mph areas compared to when they were 30mph</p> <ul style="list-style-type: none"> • Will be impossible to enforce • Object to the 24 hour nature of these proposals
19. Resident (Outside of Phase 1 Area)	All	Object	<ul style="list-style-type: none"> • Detrimental effect on the city's economy by increasing transport costs and journey times. • will increase pollution levels because slower vehicles produce more emissions • There is no clear evidence that a citywide 20mph limit will reduce accident rates • The 20mph limit will be abused by most drivers and will be difficult to enforce • Other cities that have introduced citywide zones have only achieved small reductions in average speeds • Would criminalise drivers who travel at reasonable speeds i.e. at 30mph • 20mph limits should not be used on classified roads or where traffic flows are high. 20mph limit is not the national speed limit for urban areas • The TRO plans and supporting documentation are misleading and inaccurate
20. Resident (Outside of Phase 1 Area)	TRO22a,22b, 22c, 22d, 22f, 22g	Object	<ul style="list-style-type: none"> • Consultation within the trade, also more negative verbal from the public
21. Resident (Outside of Phase 1 Area)	TRO-22a-2012	Object	<ul style="list-style-type: none"> • The council has no mandate to impose these costly unenforceable unneeded speed restrictions
22. GMB Brighton and Hove Taxi Section	All	Object	<ul style="list-style-type: none"> • Failure to consult with the GMB Taxi Section and the BHCC Taxi Forum • Inclusion of A and B roads • Impacts on journey times particularly in the evenings • Potential for verbal and physical attacks from customers due to lower speed • Negative impact on working hours and income for taxi drivers working in the evenings • Negative crime and disorder impacts with respect to clearing town centre Taxi Ranks late at night

			<ul style="list-style-type: none"> • Inclusion of arterial routes (roads specifically named: Cromwell Road, Denmark Villas, Eaton Gardens, Eaton Road, Goldstone Villas, Grand Avenue, Station Approach Hove, The Drive, Chatham Place, Davigdor road, Denmark Terrace, Holland Road, Landsdowne Road, Montefiore Road, Montpelier Road, Montpelier Place, Bath Street, Buckingham Place, Cheapside, Dyke Road, New England Street, Terminus Road, The Upper Drive, Edward Street, Egremont Place, Lower Rock Gardens, Queens Park Road, Upper Rock Gardens, Union Road, Upper Lewes Road, Viaduct Road, North Road, tenantry Down Road, Warren Road) • Desire to see variable speed limit (30mph in evenings) on the following roads: Blatchington Road, Church Road, Clarendon Villas, Cromwell Road, Dyke Road (Old Shoreham Road Junction to Seven Dials), New England Road, Preston Road, Queens Road, Western Road, Gloucester Place, Grand Parade, Grand Parade Mews, Old Steine, Pavillion Parade, Beaconsfield Road, Ditchling Road (St Peters Place to Railway Bridge), Lewes Road (St Peters Place to Bear Road Junction), London Road (St Peters Place to (Preston Circus Junction), Queens Road (North St Junction to North Road Junction). Elm Grove • No comparison has been made between accident rates in existing 20mph areas compared to when they were 30mph • Failure to take into account DfT Circular Roads 1/93 • Failure to take advice from Portsmouth or Newcastle with respect to main arterial roads
23. GMB Brighton and Hove Taxi Section			<ul style="list-style-type: none"> • Taxi Trade were not properly consulted after the Committee had decided to continue to the TRO stage. • The Transport Committee were given and used flawed data regarding the impact on journey times from Newcastle, Bristol and Portsmouth

			<ul style="list-style-type: none"> • No consideration has been given to the impact on the Taxi trade • No consideration has been given to the impact on public safety or the ability of the Taxi/Buses to clear the City centre of revellers in the early hours of the morning. • The Bus Company and Taxi Trade should now be given time to consider this in the light of the Councils flawed data.
24. Resident (Outside of Phase 1 Area)	All	Object	<ul style="list-style-type: none"> • Lack of consultation with the taxi trade
25. Resident	All	Object	<ul style="list-style-type: none"> • Not been consulted on something that has been approved for implementation • 20mph not practical especially at night • Will be difficult to enforce • Will cause more congestion and pollution
26. Resident (Outside Phase 1 Area)	All	Object	<ul style="list-style-type: none"> • Because of major congestion during daytime • As a taxi driver will result in arguments with customers over slow speed
27. Resident (Outside Phase 1 Area)	All	Object	<ul style="list-style-type: none"> • Consultation has not been advertised enough to the public so an informed decision can be reached • Will cause traffic delays and increased pollution • Added stress to drivers and commuters will result in more traffic accidents
28. Resident	All	Object	<ul style="list-style-type: none"> • Driving at 20mph will put me under pressure as a taxi driver • Taxi customers will be annoyed and frustrated because their fares will increase.
29. Resident (Outside Phase 1 Area)	All	Object	<ul style="list-style-type: none"> • Will potentially result in an increase in accidents • Drivers won't comply and will be difficult to enforce • Will increase vehicle emissions due to slower speeds
30. Resident	All	Object	<ul style="list-style-type: none"> • Concern about increased traffic on Old Shoreham Road as a result of exclusion from 20mph
31. Resident	All	Object	<ul style="list-style-type: none"> • Scheme is racist (against white people), sexist (against men), and heterophobic • Proposals are ideological and are being imposed by the council for the purpose of attacking drivers and will make the quality of life in the city worse

			<ul style="list-style-type: none"> • Council have never considered the views of the public and their reasons for imposing this policy are dishonest • Will criminalise many people • A waste of money
32. Resident (Outside Phase 1 area)	All	Object	<ul style="list-style-type: none"> • Lack of consultation with the taxi trade • Increased journey times • Have to drive in lower gear leading to more pollution • Congestion • Angry Taxi Customers • Will take longer to clear town centre on Friday and Saturday nights
33. Resident (Outside of Phase 1 area)	All	Object	<ul style="list-style-type: none"> • Will create congestion and traffic pollution. • Waste of time and waste of money
34. Resident (Outside of Phase 1 area)	All	Object	<ul style="list-style-type: none"> • Supportive of some area and times but no need for blanket limit • Money would be better spent maintaining other facilities • Will not encourage transfer to public transport • Negative impact on local business
35. Resident	TRO-22a-2012	Object	<ul style="list-style-type: none"> • Supportive of scheme in general but object to inclusion of Church Road and Blatchington Road as are arterial roads • Impact on journey times. • Concern that Kingsway will become more congested. • Concern Ventnor Villas will continue to be used as a cut through and without traffic calming measures, the 20mph zone will have little impact.
36. Resident	TRO-22a	Object	<ul style="list-style-type: none"> • Will not be enforced by the police. • Concerned at inclusion of “mini-arterioles” Church Rd and Blatchington Rd • Increase pollution from slower traffic