

**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the spokesperson for the deputation be thanked for attending and its subject matter noted.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

**(1) Deputation concerning Support for the review of the temporary cycle lane extension on Old Shoreham Road  
Spokesperson Samantha Goddard**

Supported by:

Tony Francis  
Winnie Barrett  
Jenny Marshall  
Mick Clifton  
Nina Keating

**Ward affected:**

Councillor West, Joint Chair of the Environment, Transport & Sustainability Committee will reply.

**(2) Deputation concerning the Deneway  
Spokesperson Katherine Sykes**

Supported by:

Michael Whitty	D. Sannister
Sarah Mitchell	M. Chapman
John Simmonds	D. Pidgley
S. Jefferies	J. Clarke
J. Freer	D. Clarke

**Wards affected: Patcham and Withdean**

Councillor West, Joint Chair of the Environment, Transport & Sustainability Committee will reply.

**(3) Deputation concerning Madeira Drive  
Spokesperson Trevor Archard**

Supported by:

JJ Bralden  
Kirsty Pollard

Greg Harman  
Ian MacKenzie  
Jason Papanicola  
Dave Rochford

**Ward affected:**

Councillor West, Joint Chair of the Environment, Transport & Sustainability Committee will reply.

**(1) Deputation concerning Support for the review of the temporary cycle lane extension on Old Shoreham Road - Spokesperson – Samantha Goddard**

The Old Shoreham Road provides connection of Shoreham-by-Sea, Lancing and Worthing with Brighton and Hove. It is a main access road for those travelling between these locations. Since 10<sup>th</sup> May 2020 a temporary cycle lane has been in place, specifically resulting in one full lane being lost to drivers along the dual carriageway. Hence this deputation, not in opposition of cyclists along this route or cycle lanes in general but because I strongly disagree with any cycle lane that would take away a lane in its entirety for use by cars on this or any dual carriageway which so clearly requires at least two lanes to function.

No doubt there is environmental motivation behind the implementation of this cycle lane, acknowledging strong concerns within the UK for climate change. Yet regardless of a desire to move towards cycling as a chosen method of transport, we cannot ignore the current situation, being that cars are a leading means of transport for so many people. To think that reducing lane access for drivers will make them disappear from the road or that it will make a cyclist out of someone who was not already is both short sighted, and in my opinion, not in connection with reality. Instead we must remember and consider the vast proportion of people who may always choose to drive due to health, the distance being travelled and of course due to preference and choice. In that respect electric cars will have a large part to play in moving towards a more harmonious relationship between transport and the environment. That said this temporary cycle lane is and has been a huge inconvenience and cause of frustration for drivers, and no doubt a matter of negative mental health for those who must use this road every day or on a regular basis.

I must also point out the safety risk that the temporary lane has posed, with clear confusion by drivers not knowing if or when they can use the temporary cycle lane when turning left or right. This has resulted in at least one near collision witnessed by my partner whose place of work is based on the roadside of the affected area and who took the photos provided below, demonstrating the now daily sight of backed up traffic queues and cars remaining stationary for long periods of time, something which is surely causing an increase in local car emissions if anything.

It is also important to mention how the introduction of this temporary cycle lane has felt underhanded in its timing and justification; reading in a letter from Brighton & Hove City Council (below) to local residents wording such as (related to covid-19) 'there are fewer journeys being made by car' ... 'we expect this to continue even after current movement restrictions are eased.' I find this to be a misdirection given how at the start of lockdown the public were instructed not to drive with exception for key workers and the most essential of journeys. In contrast the public were encouraged to take outside exercise including walking and cycling. Such an involuntary change in travel pattern should therefore not be taken to indicate a norm once restrictions are eased. It therefore feels underhanded to have made such an assumption and particularly, to have informed local residents of the project the very day before (Thursday 7<sup>th</sup> May 2020) the bank holiday during which the works were undertaken.

I feel that to re-evaluate and review this temporary cycle lane would not be to deny the desire or intention to accommodate cyclists here but to acknowledge it as completely inappropriate to lose one of two lanes for car drivers on the prominent dual carriageway that is the A27, a road which clearly requires both lanes to function. It is this point that I hope I have made most clear. Acknowledging appetites and reasonings behind the creation of a larger cycling network, I still believe that we must seriously review the loss of a full road lane accessible only to cyclists, particularly as use has been sparse, creating unnecessary suffering for drivers.

## Supporting information Item 17 (1)

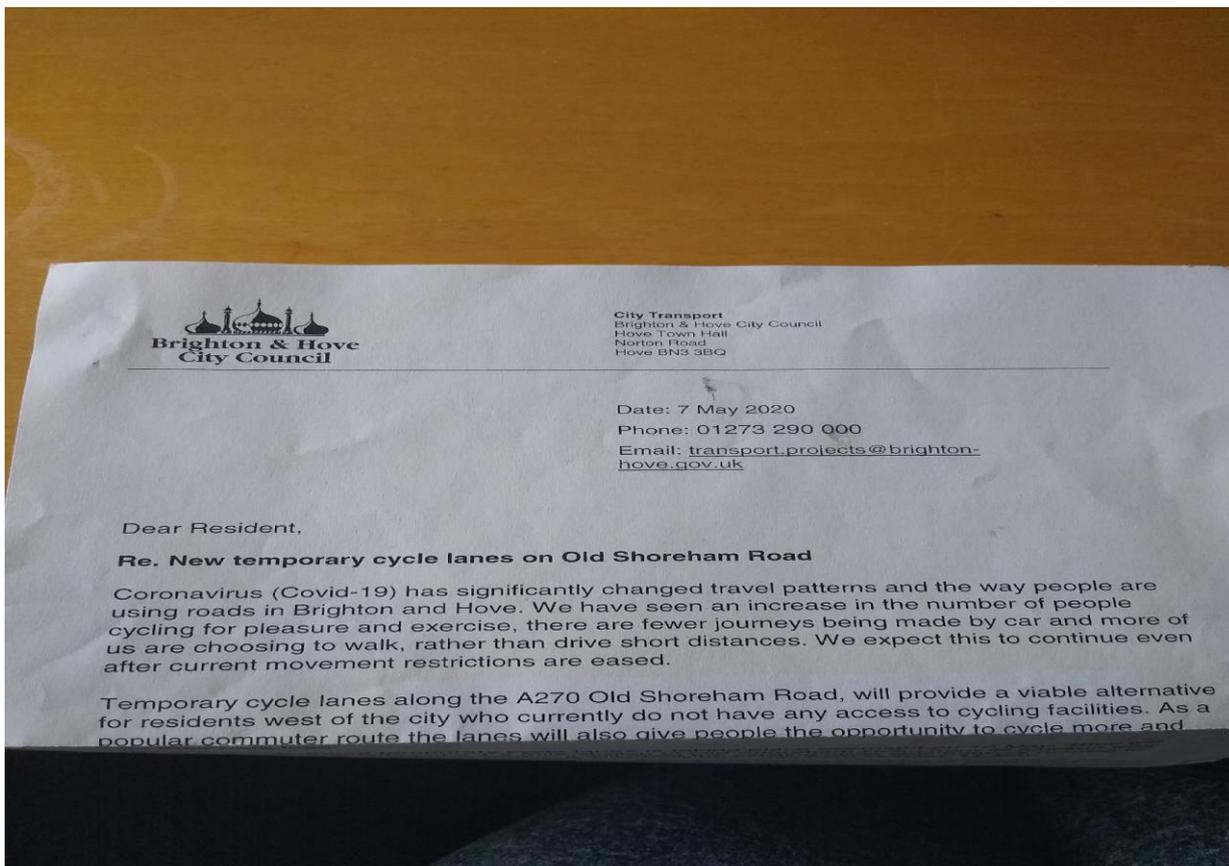
Since its implementation, use of this temporary cycle lane has been minimal by cyclists whilst use by vehicles remains heavy and consistent, as is to be expected on a dual carriageway that is used to cover the longer distances between numerous towns and the city of Brighton.

Images 1 & 2: Cars at the Boundary Road junction along Old Shoreham Road with queues stretching as far as the eye can see, beyond Olive Road. With cars not permitted to use the second road lane to their left, this queue includes cars intending to go both left and straight over after the lights.





Image 3: A letter from Brighton & Hove City Council sent to local residents and businesses on Old Shoreham Road on 7<sup>th</sup> May 2020, notifying of works that were to begin 3 days later.



**(2) Deputation concerning, a request for the whole of The Deneway (BN1 8QR and BN1 5AZ) to have safe road markings - Spokesperson – Katherine Sykes**

**This deputation requests that the council ensures there is an urgent, ward agnostic, transparent, up to date review of the road markings on ALL of The Deneway (BN1 8QR and BN1 5AZ). Addressing the concerns raised by Westdene residents and the LAT, and redressing the omissions of the TRO.**

The Deneway is the only thoroughfare between the lower end of Westdene and the London road. It cuts under the railway line, providing access for residents, schools, shops, buses and the Withdean sports complex. In September 2019 local residents, and the WWLAT, asked for the whole of The Deneway to be urgently reviewed for the introduction of safe road markings and we provided extensive evidence of concerns to support this request. However only sections of the east side of the Deneway were considered to meet "the minimum required to improve safety for pedestrians and for the safe movement of vehicles." We understand that historical objections from 2010 were used to justify the decision not to include the whole of the east side in the TRO, and it appears that the west side was not considered at all, despite being home to vulnerable residents and a drs surgery (Lionsdene sheltered housing). This can't be right- over last 10 years the roads have become busier, the veterinary hospital and Withdean Sports Complex have expanded, and Westdene school has grown by a third- disproportionately increasing parking and traffic on The Deneway. The TRO has failed to address the issues or mitigate against the impact of only introducing yellow lines on limited sections of The Deneway. There remain no road markings on significant sections of The Deneway, and the people who park here continue to have no indication of where it is safe to park or to comprehend the busyness of this road at certain times with the following, ongoing, consequences:

- Complete lack of any safe crossing points including: o lack of protected drop curbs to access the pathway under the bridge- leading to blocked access to the bridge for pedestrians (NE Deneway)
- Lionsdene crossing point (sheltered housing & Dr surgery)- the road forks at this point with obscured visibility due to parking (NW&SW Deneway)
- Cars block pavements forcing people onto the road: o Outside the vets on the roundabout/pavement (NE Deneway)
- South west side fork (SW Deneway fork)
- Cars park close to, and all along the west side forks obscuring vision for all road users- as a result drivers commit without adequate visibility and cars come off the road to avoid colliding with oncoming traffic (NW&SW Deneway)
- Cars also park on the busy Deneway junctions with Eldred avenue. Obscuring visibility for all road users and adding to bottlenecks (NW&SW Deneway)

These problems have continued despite less traffic during COVID and will inevitably get increasingly worse as things return to normal. Lionsdene and other Westdene residents feel The Deneway is dangerous, and unsafe for all road users, also highlighting that it can be impossible for those with limited mobility to navigate it. The Deneway is an essential access road into Lower Westdene, its busy, and complex, and these issues need to be addressed. In the meantime, it continues to disincentivise walking to school, accessing public transport, and other important health, environmental and wellbeing initiatives and it is putting residents of Westdene at unnecessary and avoidable risk.

The Deneway additional context:

The Deneway is a major access road into the Westdene estate. It is located directly off the London road, cutting under the railway line, providing the only thoroughfare between the lower end of Westdene and the London road. The lower end of Westdene has a primary school, a parade of popular shops, and is an access route to the Withdean sports complex and beyond. For people living in lower Westdene and others needing to access it, The Deneway is the route to and from Westdene and Patcham schools, and into and out of Brighton via the London road and its buses. The Deneway houses the busy New Priory Veterinary hospital and a handful of residences on the east side of the railway line. On the west side of the railway the only residence is the Lionsdene, 36 sheltered housing flats for older people which includes a branch of Warmdene doctors surgery.

The Deneway is approximately 150m long on the east side, and 100m long on the west side. It is short and complex. The east side has a roundabout and bends narrowing to single track under the railway bridge. The west side rises up from the bridge, on a sharp hill before forking into two sections that continue to rise to the junctions at Eldred Avenue. Both the west side forks effectively become single track due to parking and verges are decimated due to cars coming off the road to avoid colliding with oncoming traffic. Due to its width and design, in significant sections pavements are only on one side, meaning most pedestrians walking the short length of The Deneway will have to cross the road at least once. Until recently there were no road markings along any section of this road.

Everyone approached in the Lionsdene to date (22 have signed a petition) said they have trying for years to get these issues addressed, contrary to suggestions residents of the Deneway have not raised concerns.



## Supporting information Item 31 (2)

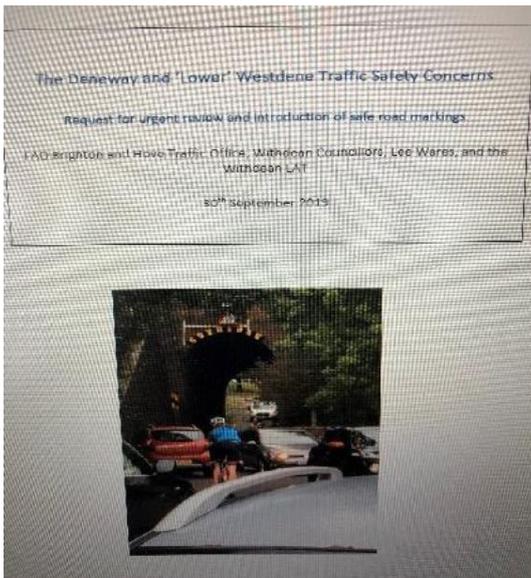
Request for the whole of The Deneway (BN1 8QR and BN1 5AZ) to have safe road markings



Cars parking close to corners of west side forks during lock down (July 2020)



Cars parking obstructing pavements outside the vets during lockdown (July 2020)



Front page of summary and evidence sent to Withdean councillors and the council September 2019 summarising the issues and requesting action.

Also photo illustrating the bridge section, (pavement on one side here and in other sections of the Deneway), and also damage to barriers following an accident

**(3) Deputation concerning, Madeira Drive: Spokesperson – Trevor Archard****Madeira Drive Traders offer up compromise**

Members of Madeira Drive Traders Association have been left disappointed after a recent meeting with Councillors to request Madeira Drive is immediately re-opened. Councillors were told some traders are facing financial ruin if the road remains closed for the Summer, and many are unable to pay their rent. Others are unsure about rent payments and have not paid as the terms of their leases have been varied with the road closure. Now there is also a proposed further eighteen-month experimental closure when this one finishes.

Like all businesses Covid-19 has hit business hard but those situated on Madeira Drive have suffered a double blow with the road closed to visiting tourists who would normally access this area by car. There is no public transport to Madeira Drive.

The traders want to make it clear that they are keen to work with the council in the future to assist with plans and perhaps see fully pedestrianised areas of the road, but only when improvements have been put in place first to make the road safe, accessible and attractive. To close a road without any improvements or a sustainable transport plan in place totally disregards the livelihoods of the traders who keep the place going year-round, as well as the lives of the people who use their businesses."

Madeira Drive is situated behind what is a cliff. In terms of access users need to be able to cycle, walk 15 mins or more if using public transport and descend 84 steep steps. This affects those with young children in buggies, wheel-chair users, those who cannot walk 15 minutes or who are not on a bus route.

Councillor Lee Wares has approached the Traders Association with what he believes is a workable compromise. To provide good access and space for people to exercise, together with a solution for access to tourists. The plan has been well received at a meeting with the traders on July 3rd.

Brighton Marina are very concerned that cars are using the Marina car park instead of Madeira Drive. This is taking up valuable parking space for our customers this summer. Once the terraces and lift are repaired, people will have much more space to exercise and walk on the terraces that run the whole length of the road.

The Madeira Drive Traders Association now also has the backing of the Brighton Tourism Alliance to progress the proposed compromise. The Association has recommended to members that as soon as a reasonable compromise is reached, and the road is open in some way, the rents can start to be paid again.

The Council should be supporting local businesses and jobs and livelihoods. Three recent surveys have supported the re-opening.

