

Summary of stakeholder workshop / focus group feedback¹ – Active Travel Fund consultation

Scheme – Western Road

Stakeholder type	Feedback provided	How was feedback provided
Disabled people - focus group	Welcomed improvements to road surfaces.	Focus group 25th February 2021
	Concerns around bus delays and street clutter during construction.	
	Noted speeding cars and taxis, improvements to the layout is needed to slow these down.	
	Removing the chicane could cause increases in speeding traffic.	
	Drainage gulleys around Churchill Square need to be level – problem for mobility scooters travelling over them.	
	Disabled parking bays need improving in the area. Some nearby are on hills, therefore difficult to use for some. The Clarence Square bays are good.	
	Disabled bays in Churchill Square Shopping Centre are ok but the lifts are often faulty/difficult to navigate.	
	Suggestion that perhaps loading bays could be used for disabled bays.	
	Street clutter an issue, particularly for those with visual impairments. Pedestrian crossings need improvements – a middle section to wait in can help break up the distance and give more freedom to those with visual impairments.	
Suggestion of pavements like in Lewes High Street, the road turns into a pavement to differentiate the vehicle users and works well.		
Older people - focus group	Suggestion that when the traffic flow was stopped along Western Road years ago, this is when the traffic problems started.	Focus group 3rd March 2021
	Questioned the need for investment in the area, as many businesses have closed due to the pandemic and more are likely to.	
	Pedestrian improvements welcome in this area.	
	Pavement widening is a good idea. Bus stops take up a lot of space currently.	
	Diagonal pedestrian crossing suggested for Montpelier Road and other places in the city e.g. Holland Road.	

¹ Feedback provided at workshops / focus groups has been included in this note. Questions / clarifications raised / answered at the meetings have not been included in this note.

Younger people - focus group	Liked the proposals and noted that they will benefit pedestrians.	Focus group 24th February 2021
	Agreed pedestrian improvements are needed. Currently pedestrians have to stop to give way to cars at side road junctions. Can be an issue when jogging. Would be good to reverse this and have pedestrian priority.	
	Has observed 'near misses' with pedestrians and cars in this area.	
	Noted pedestrian improvements are welcomed. It feels unsafe currently and takes a long time to get across the road – making it quicker and safer for pedestrians is welcomed.	
	Noted a speeding issue on the approach to the clock tower. Suggested perhaps a mini roundabout or speed humps.	
	Noted that bus stops are unclear for tourists and newcomers to the city. Bus stop signage needs improving.	
Stakeholders- Westbourne Councillor	Concern raised with removal of chicane as this calms traffic and is used by pedestrians to cross.	Stakeholder workshop 9th February 2021
Transport Action Network/Brighton & Hove Friends of the Earth	Noted that bus shelters on Western Road need improving in terms of passenger capacity.	
Transport Action Network/Brighton & Hove Friends of the Earth	Noted that cycle parking is inadequate, particularly outside Waitrose.	
Transport Action Network/Brighton & Hove Friends of the Earth	The stretch between Queens Road and West Street causes delays for buses and taxis, consider banning private vehicles here.	
Bricycles	A representative noted the conflict between buses and cyclists, and stated that cycling here could be off putting for new cyclists. Improvements requested.	
Brighton Buswatch	A representative requested improvements around the clock tower.	
Brighton Buswatch – also supported by Bricycles and Transport Action	Suggestion to close the top of Preston Street to motor vehicles to ease congestion in that area.	

Network/Brighton & Hove Friends of the Earth		
Brighton Active Travel	A representative notes high speeds in the area. This is a particular issue in the evenings when there are fewer buses. Suggested that the speed limit could be reduced to below 20mph.	
Brighton Active Travel	Noted safety concerns for cyclists near the clocktower – turning left into Queens Road is more of an issue for cyclists since the closure of the clock tower quadrant to traffic. Consideration needs to be given to reopening this and the future use of Air Street for pedestrians and cyclists.	
Bricycles	Noted illegal parking on pavements and vehicles abusing double yellow lines is an issue.	
Stakeholders– Cycling UK	Need to consider cyclist safety in the area around Churchill Square – cyclists hemmed in by buses.	Stakeholder workshop 25th February 2021
Cycling UK	Stated the need to improve traffic light phasing on North St.	
Cycling UK	Potential for Air St to be opened up to cyclists as well as pedestrians.	
Community Works (Charity network)	Need for more Advanced Stop Lines (ASLs) on North Street e.g. going westbound.	
Community Works	Could the traffic flow be reversed around the Waitrose car park to improve safety for cyclists.	
Community Works	Noted issues with illegal behaviour by motor vehicle drivers.	
Community Works	Requested a bikeshare hub to be considered at Churchill Square.	
Westbourne Councillor	Noted that level access and crossings are very important for people with disabilities / pushchairs.	
Bus stakeholders – The Big Lemon / Stagecoach	Suggestion that the use of informal crossings and a less segregated feel would be beneficial.	Comments from Quality Bus Partnership members
Brighton & Hove Buses	Clock Tower is the biggest issue in the scheme area and improvements here for buses will benefit most bus routes in the city.	

Brighton & Hove Buses / Big Lemon	Request for general traffic to be removed from Queens Road as well as closure at top of West Street. This would allow some coastal services to be rerouted this way.	
Brighton & Hove Buses	Request to extend northbound Clock Tower bus stop on Queens Road if possible.	
Brighton & Hove Buses	Support for implementation of proposal included in the Bus Network Review to make the Dyke Road junction a priority junction.	
Brighton & Hove Buses	Concern to retain all current bus stop capacity. However, number of stops could potentially be rationalised from three to four if longer bus stop cages provided.	
Brighton & Hove Buses	Request for higher quality bus shelter provision.	
Big Lemon	Opportunity to provide more pavement capacity by decluttering current street furniture, including bins.	
Big Lemon	Retention and placement of loading bays is important to consider in design.	
Big Lemon	Current traffic islands create pinch points when vehicles attempt to overtake cyclists.	
Brighton & Hove Buses	Opposed to narrower lane widths as have been introduced on other schemes.	
Brighton & Hove Buses	Could consider removing Clarence Square bus stop but need to consider additional dwell time in Churchill Square.	
Brighton & Hove Buses	Request for introduction of red routes.	
Buswatch	Bus lane restrictions need to be clear and the current layout on Western Road works well from this perspective.	

Scheme – Preston Circus to Patcham Roundabout (A23)

Stakeholder type	Feedback provided	How was feedback provided
Disabled people – focus group	Concerns about the interaction between cyclists and pedestrians at floating bus stops.	Focus group 25th February 2021
	Concerns of cyclists having right of way when the bus is unloading passengers.	
	There are conflicts between cyclists and vehicles when traveling from Preston Road to Dyke Road Drive.	
	Hard to understand this scheme as level of detail is limited	
	Social distancing concerns about floating bus stops.	
	Concerns of quantity of people waiting at bus stops after events in Preston Park.	
	Suggestion for adapted cycle parking/storage and access to toilets and cafes at Preston Park.	
	Navigation issues for people with mobility aids/difficulties and visual impairments when coming from the park area and trying to access the southbound bus stop.	
	Concern of cyclists going too fast at the floating bus stops.	
	Enough space is needed on the bus stop 'island' for mobility scooters as well as pedestrians. Pedestrian / cyclists conflict issues cited at Lewes Road floating bus stops when bus stops get busy with passengers	
Younger people – focus group	Concerns about pedestrians remaining in the bike lane and not using the proposed footpath in Preston Park.	Focus group 24th February 2021
	In favour of having pedestrians on the park footpath as this is more favourable to walking on the busy main road.	
	Improvements to pedestrian crossings are needed and welcomed. E.g. A23 / Lover's Walk – BHASVIC route	
	In favour of the new two-way cycle route on Stanford Avenue.	
	Concerns about access to the cycle lane on Stanford Avenue from the junction near the church at Florence Road.	
Connectivity concerns with this cycle route and Valley Gardens – gap in the middle around Preston Circus.		
Stakeholders – Brighton Active Travel	Lighting concerns for removing the pavement adjacent to Preston Park, however concerns for ecology if lighting were introduced. .	Stakeholder workshop 9th February 2021
Brighton Active Travel	During events the park path is busy.	
Brighton Active Travel	Noted the difficulty of balance between pedestrian and cyclist needs	

Transport Action Network/Brighton & Hove Friends of the Earth	Welcomed the two-way cycle lane for Stanford Avenue.		
Transport Action Network/Brighton & Hove Friends of the Earth	Proposals for Stanford Avenue need to go further east than Beaconsfield Villas, and consider links into the route from the east		
Transport Action Network/Brighton & Hove Friends of the Earth	Need to consider those joining the two-way track from the east.		
Transport Action Network/Brighton & Hove Friends of the Earth	Confusing/unsafe differing cycling facilities north of South Road in both directions.		
Transport Action Network/Brighton & Hove Friends of the Earth	Suggestion of a segregated facility on-road and cyclist priority across side roads.		
Transport Action Network/Brighton & Hove Friends of the Earth	Concerns of current cycle lane disappearing at many junctions – safety issue.		
Brighton Buswatch	Noted that it will be difficult to put into place everything needed (bus and cycle lanes) in the northern section due to space availability		
Brighton Buswatch	Concern with bus boarders as bus frequency and patronage is high.		
Stakeholders – Cycling UK	Strongly support junction improvements – very unsafe for cycling here currently		Stakeholder workshop 25th February 2021
Cycling UK	Insufficient cycle facilities in the Argyle Road area as well as parked cars.		
Cycling UK	Suggestion of removal of parking next to where existing lane is in the Argyle Road area.		

Brighton Active Travel	Issue with parked cars obstructing pedestrians on the west-side pavement beneath the viaduct on A23, forcing pedestrians into the current cycle lane.	
Cycling UK	Issues with parking at the northern section of the route.	
Cycling UK	The north of the route is often affected by debris on the track as well as pavement parking.	
Community Works	Cycle crossings are needed north of Dyke Road Drive.	
Community Works	Carden Avenue junction is critical and needs signalling. Links to key destinations e.g. schools	
Member of Community Works	Concerns regarding southbound cyclists access to the A23 cycle lane from NCN route on Mill Lane. Doesn't make sense to get cyclists to cross to eastern side of A23 at Patcham roundabout, should be further south.	
Community Works	Stated schools in the area need to be contacted.	
Living Streets	Requested more and improved pedestrian crossings, particularly alongside Preston Park and linking to Preston Park station, this would reduce traffic speeds along the road and make it safer for pedestrians.	
Living Streets / Brighton Active Travel	Agreed floating bus stops will work well if designed properly. Concerns over the need for them to be safe for pedestrians.	
Cycling UK	Southbound cycle facilities are poor-quality and confusing, with different types of facility in place along the route.	
Cycling UK	Suggestion for areas along Old London Road to be a low traffic neighbourhood.	
Brighton Active Travel	Beside Preston Park, sealed surfaces are needed across the verge for pedestrians using bus stops and road crossings.	
Goldsmid Councillor	Concern over cycling focussed proposals, would like for pedestrians to be considered more.	
Goldsmid Councillor	Consideration of vehicles / vehicle management is needed on the A23 as it is one of the main entryways into the city particularly for tourists.	
Community Works	Proposals should be designed for the impact of residents all year round, not just for peak tourist season.	
Community Works	Suggestion to liaise with Highways England for smarter advanced signing on the A27 southbound.	

Westbourne Councillor	Improve access to downland and Waterhall areas.		
Westbourne Councillor	Better signage is needed for cyclists and pedestrians.		
Cycling UK	Issues with Mill Road being National Speed Limit while also being NCN20 and two public footpaths across.		
Goldsmid Councillor	Stated there is room for a cycle lane on Mill Road but it is also used for Park and Ride for the stadium.		
Community Works	Improvements needed to Mill Road area, which would mean area users (e.g. sports pitches) could cycle here instead of having to drive		
Cycling UK	Noted the A23 is a risky road for cycling.		
Cycling UK	Questioned why there are sections with red paint for awareness of cyclists.		
Cycling UK	Stated Old London Road junction is difficult especially when turning right into here from A23.		
Cycling UK	Suggested to review and reduce the speed limit on the A23 from 40mph.		
Fusion and Urbanebikes	Could the cycle lane at Preston Circus going northbound enable cyclists to avoid traffic lights when turning left, in order to access the wider NCN route via Campbell Road etc?		
Community Works	Suggested the use of wands for the section of cycle lane on New England Place in the centre of the carriageway (similar to Mare Street in Hackney)		
Bus stakeholders – Brighton & Hove Buses	Happy there is no loss of bus lane.		Consultation meeting 4th March 2021
Brighton & Hove Buses	Congestion concerns, routes are taking 7 minutes longer in the southbound direction between 2009 and early 2020 (pre-covid).		
Brighton & Hove Buses	New bus lane in the north of the scheme is in line with bus network review (BNR) recommendations		
Brighton & Hove Buses	Support new southbound bus lane from A27 to Carden Avenue.		
Brighton & Hove Buses	Do not agree with BNR recommendations for Carden Avenue area.		
Brighton & Hove Buses	Suggested the need for room for buses through junctions.		

Brighton & Hove Buses	The need to consider other sections for bus priority / bus lanes e.g. Beaconsfield Villas?	
Brighton Buswatch	Concerns that bus boarders will not necessarily work here due to high volumes of bus users / pedestrians.	
Brighton Buswatch	Floating bus stops will be preferred.	
Brighton & Hove Buses	Suggested putting bi-directional cycle lane on old footway on western side of Preston Park and then there is room for a bus lane	
Brighton & Hove Buses	Concerns over space for other modes of transport other than cycle if proposals are built to national cycle design standards (LTN1/20)	
Brighton & Hove Buses	Suggested starting bus lane from The Deneway southbound bus stop.	

Scheme – Old Shoreham Road (A270)

Stakeholder type	Feedback provided	How was feedback provided
Disabled people – focus group	Visibility issues when turning left off OSR into side roads if using a high sided vehicle.	Focus group 25th February 2021
	The cycle lane is generally under used.	
	Concerns with the cycle lane, particularly between Locks Hill and the A293 junction there are major left turn movements which make it unsafe for cycling	
	A participant that cycles regularly stated the need for the cycle lane, and that it felt safer cycling on OSR – before the cycle lane went in the participant had cycled along the OSR once and said never again, until the cycle lane went in. More Advanced Stop Lines (ASLs) at junctions requested, including Boundary Road.	
	Stated concerns around congestion and rat-running. Rat runs may be created on Hallyburton Road by westbound motorists, and Vale Road if traffic becomes backed up to Boundary and Olive.	
	Noted the traffic backs up when drivers are waiting to turn into the refuse centre.	
Older people – focus group	Concern around Stapley Road proposals and access to the residential area	Focus group 3rd March 2021
Older people – focus group	Concerns around increased traffic, particularly turning left into the tip and turning right into Holmes Avenue.	
	Cycle lanes on Old Shoreham Road have impacted journeys – the cycle lanes are very wide in parts and queues of cars moving very slowly, causing more air pollution.	
	Need more support for walking.	
	Hangleton Road / Old Shoreham Road junction – when traffic hits the cycle lane it needs to merge into one lane, this causes a lot of noise and pollution which I see regularly.	
	Several participants noted that they have heard of the cycle lane wands being pulled out in frustration by residents (not themselves)	
	As a driver, there is very little warning of the cycle lane approaching, the lane ends and there is very little warning to merge (Hangleton Road junction)	
	Old Shoreham Road is a 30mph road and a direct route into the city.	
	Some participants were happy with the layout of the road as it was before the cycle lanes were installed, and didn't feel that any changes were necessary. Why not focus on the seafront as the key east-west route	
	Some stated that many people need to drive to work, therefore cycle lanes are not needed.	
Participants felt that cyclists already get around ok without this proposed extension / before this new cycle lane, so should continue on the routes they currently use		

	<p>One participant commented that cars can't weave in and out, cyclists can and should be sent to other routes. Cars over-ride other modes of travel and need to be the focus, they are often coming from outside the city too.</p> <p>Participant comment that the council should be promoting car sharing more, people would be willing to car share more than they would be willing to cycle. Roads are the main priority and need to be the way forward here</p> <p>Some participants raised questions around what pedestrian improvements were planned with this scheme, pedestrian improvements are important and needed. Pavement surfaces were a particular concern.</p> <p>Participants felt that the pedestrian improvements at Newtown Road will slow down traffic and make things worse</p> <p>Participants felt that emergency services were being delayed by the cycle lane.</p> <p>Disabled parking was requested to be maintained and not removed as part of the scheme.</p>	
Younger people – focus group	<p>This is a key route to BHASVIC college and will benefit students travelling there.</p> <p>Proposals for Nevill Rd welcomed in terms of links to schools and other places. Requested another cycle lane to benefit students at Blatchington Mill School.</p> <p>Also stated that many Blatchington Mill students would like to cycle to school, but want more safe cycle routes to encourage them to do so.</p> <p>South of Old Shoreham Road – Fonthill Road is well used but is not ideal for cycling due to its hilliness.</p>	Focus group 24th February 2021
Stakeholders – North Portslade Ward Councillor	Understand the point that we are wanting suggestions on how to improve the cycle lanes but if the majority of residents want the temporary lanes to be removed then surely they should be removed	Stakeholder workshop 11th February 2021
Goldsmid Ward Councillor & Hove Park Ward Councillor	Stated the need for improvements at the Sackville Road junction.	
Goldsmid Ward Councillor	Questioned the need for a cycle route on Neville Rd.	
Transport Action Network/Brighton & Hove Friends of the Earth	Stated the need for a cycle route on Neville Rd as it's currently unsafe for cycling.	
Bricycles	Stated that school pupils want to cycle on Nevill Road and surrounding area but it's currently too unsafe.	

South Portslade Ward Councillor	Questioned why a whole lane was being made into a cycle lane, when it was implemented 40 years ago to accommodate cars.	
Bricycles	Stated the need for improvements to wands along the route, particularly near Hove Cemetery. It feels less safe for cycling where there are no wands.	
South Portslade Ward Councillor	Disagrees with the right turn bans into / out of Stapley Road. If vehicles can't turn right into Stapley Road here, they will travel to the next junction at BizSpace and turn right there to be able to then turn left into Stapley Road	
South Portslade Ward Councillor	Stated that the traffic has become worse around Hangleton Link Road, and Trafalgar Rd (Shoreham port route). The volume of traffic queuing back up the Hangleton Link Road is large and often reaches the Sainsbury's junction and beyond.	
Transport Action Network/Brighton & Hove Friends of the Earth	Stated that 2 out of 3 adults feel unsafe cycling on-road generally, therefore creating safe streets for all should be a priority for the council.	
BADGE	Requested that mobility scooter users are considered when making pedestrian improvements, particularly at the Goldstone Estate and Hove Park crossings.	
BADGE	Raised concerns about the pedestrian island at Hove Park.	
BADGE	Raised concerns around changes to Stapley Rd – concerns around residents being cut off and lack of access to the area.	
South Portslade Ward Councillor / Goldsmid Ward Councillor	Stated that taking a whole lane out for a cycle lane, when only a small minority use it was not a good idea. The likelihood is that Portslade will become more congested as a result and the temporary cycle lanes will likely need to be removed.	
Bricycles	Making roads safe for cycling is essential in reducing traffic, as opposed to merely deciding where it goes. The only way to make high-volume roads safe for cycling is protected space	
Stakeholders- Goldsmid Ward Councillor	Voiced concerns around the Stapley Road proposals	Stakeholder workshop 25th February 2021
Goldsmid Ward Councillor	Concern about the developments on Sackville Road and how they would impact on these proposals including Nevill Road.	

Cycling UK	Many cyclists prefer the NCN2 cycle route, rather than the new temporary cycle lanes as it is quieter. They also stated that West Sussex County Council have now removed the cycle lanes that link up with Old Shoreham Rd.	
Brighton Active Travel	A representative stated that Olive Road needed to be improved in order to encourage less experienced cyclists to use it.	
Cycling UK	Noted that the 20mph speed limit on Olive Road needs enforcement.	
Cycling UK	Many junctions along the route need improving for safety.	
Bus stakeholders - Brighton & Hove Buses	Issue with the bus stop on English Road needs addressing urgently as buses can't use it.	Consultation meeting 4th March 2021
Brighton & Hove Buses	Need to understand more about the impact on buses at the Trafalgar Road and Locks Hill junctions.	
Brighton & Hove Buses	Stated delays to buses caused by temporary cycle lanes at Sackville Rd and near the refuse centre.	
Brighton & Hove Buses	Stated issues for movement between the Hangleton Link Road and Carlton Terrace, and issues with filtering on the Hangleton Link Road	
Brighton & Hove Buses	Have put on hold their plans for an express bus route from Mile Oak to the city centre due to the OSR temporary cycle lanes.	
Brighton & Hove Buses	Buses sometimes lose time due to the new layout around Sackville Road – harder to turn right southbound from Old Shoreham Road	
Brighton Buswatch	Noted there were no new bus priority improvements in these proposals.	
Brighton & Hove Buses	The cycle lane extension area is much more significant for buses too and would impact buses more.	
Brighton & Hove Buses	Would like consideration to buses being allowed to use the cycle lanes to accommodate the 500+ people an hour using buses along this route.	
Brighton & Hove Buses	Stapley Road – concerns that displaced traffic will impact on other junctions e.g. Hangleton Road	
Brighton & Hove Buses	Concerns around increased bus journey times on Foredown Drive.	
Brighton & Hove Buses	Olive Road would benefit from improvements	

Brighton Buswatch	Propose taking out the cycle lane in one direction	
Brighton & Hove Buses	Issues at the junction with the tip – delays to services	
Neighbouring Authorities – Adur & Worthing Councils, West Sussex County Council	Route ties in with Adur & Worthing Local Cycling & Walking Infrastructure Plan (LCWIP). West Sussex County Council will be consulting on permanent proposals for Upper Shoreham Road, though route will likely only go as far east as the Holmbush roundabout.	Meeting 4 March 2021

Scheme – Seafront (A259)

Stakeholder type	Feedback provided	How was feedback provided
Disabled people – focus group	Some Blue Badge holders need big parking spaces in order to get wheelchairs in and out of the vehicles safely.	Focus group 25th February 2021
	More on street disabled parking in the vicinity of the seafront/Kings Esplanade was requested.	
	Crossing the cycle lanes on a mobility scooter can be problematic.	
	Participant that cycles prefers segregated cycle lanes away from vehicle traffic. Advanced Stop Lines (ASLs) at junctions are helpful.	
	Dropped kerbs for mobility scooters and partially sighted people are important.	
	Tactile paving is good for the visually impaired. If the crossing is not one that ‘beeps’ at pedestrians, then it needs a ‘spinning cone’ underneath the crossing button.	
	Questioned why we don’t keep the cycle route on King’s Esplanade	
	As a cyclist, liked the idea of a new extended cycle lane along Kingsway instead of keeping it on King’s Esplanade. Conflict with pedestrians and inexperienced bike riders is an issue on the King’s Esplanade route.	
	Issues with inexperienced cyclists, particularly on BTN Bikeshare bikes – education and training needed	
	Improved cycle parking facilities were requested.	
Older people – focus group	The new cycle lanes aren’t necessary.	Focus group 3rd March 2021
	Confusion at junctions and crossings.	
	Confusing layout with the pavement and cycle lane together. People want to walk on the seafront, put the cycle lane on the pavement by the lawns.	
	Questioned why so much road space taken just for cyclists	
	Fears of cyclists that cycle too fast – cycle / pedestrian conflict.	
	Conflict with pedestrians and cyclists if pedestrians have to cross the cycle lanes.	
	Not everyone can walk or cycle	
	Good road systems have been built up over many years and this needs to continue	
There needs to be room for all road users. We’ve had 9 years of pollution from cycle lanes in the city		
Younger people – focus group	Participants that cycled felt safe on the new cycle lanes as they are away from traffic and easy to cycle on.	Focus group 24th February 2021
	Liked the new proposals for a more direct route along Kingsway. Participants commented on conflict with pedestrians on the route on Kings Esplanade.	

	Like the cycle lane and extending it is a good idea so that it goes to more places. Where there were roadworks happening a while ago, it was frustrating to have to leave the cycle lane and come back on, showed how important the protected cycle lane is.	
Stakeholders– Local Cycling Group	More dropped kerbs requested along route.	Stakeholder workshop 11th February 2021
North Portslade Ward Councillor	Questioned the need for more cycle lanes when there's an existing one on Kings Esplanade.	
Hove Park Ward Councillor	Stated that the cycle lanes weren't used much, and raised concerns about pedestrians (particularly on the promenade) being in conflict with cyclists.	
Goldsmid Ward Councillor	Requested more provision for pedestrian safety improvements.	
Transport Action Network/Brighton & Hove Friends of the Earth	Junction improvements at the Wharf Rd junction were requested – improvements need to tie in for those approaching the lane from the west.	
Bricycles	Questioned why a 2-way cycle lane was not being considered. They noted there could be confusion leading to cyclists cycling the wrong way.	
Westbourne Ward Councillor	Raised concern regarding the suspension or relocation of the Langdale Gardens bus stop	
Westbourne Ward Councillor	Asked for clarity around the current cycle route westbound (National Cycle Route – NCN2) – when exiting the Shoreham Port area heading west, this section is unsafe and unclear. Similarly, at Wharf Road the route needs improving.	
South Portslade Ward Councillor	Questioned why the route is not going as far as was stated in the bid? Wellington Street is not wide enough for cycling	
Stakeholders– Living Streets, with agreement from Goldsmid Ward Councillor, Westbourne Ward Councillor	Requested more improvements for pedestrians, along with guard rail removal.	Stakeholder workshop 25th February 2021

and Brighton Active Travel		
Westbourne Ward Councillor	Moving cyclists away from King's Esplanade is a good idea as there are problems with cyclist / pedestrian congestion there.	
Community Works, Cycling UK, Brighton Active Travel	Some concerns around cyclist/driver conflict at junctions near Kings Esplanade. Changes to the one-way system suggested there.	
Cycling UK	Noted parts of the seafront where there are businesses e.g. Rockwater – these need to be considered.	
Cycling UK	Stated the need to give greater priority for cyclists at the side roads e.g. off King's Esplanade and drivers need to give way when approaching King's Esplanade to avoid conflict point with cyclists.	
Cycling UK	Noted the floating parking and this being a conflict point for cyclists and pedestrians – suggest widening the middle buffer as much as possible.	
Community Works	Requested that when standard resurfacing is being carried out, improvements are also considered rather than just replacing what's there.	
Bus stakeholders – Brighton & Hove Buses	The distance between bus stops needs to be considered before any removal or relocation of bus stops. Also the bus stop in the other direction should be considered.	Consultation meeting 4th March 2021
Brighton & Hove Buses	Stated concerns around traffic displacement which could hold up bus journey times.	
Brighton Buswatch	If removing / relocating the Langdale Gardens bus stop in one direction, need to also consider the bus stop in the other direction	
Stagecoach South	Don't see any issues with the suggested bus stop removal, however suggested that residents near the bus stops that will be removed should be consulted (note - these residents have been consulted)	
Neighbouring authorities – Adur & Worthing Councils, West Sussex County Council	Route ties in with Adur & Worthing Local Cycling & Walking Infrastructure Plan (LCWIP) as well as permanent proposals to introduce a two-way cycle lane from Shoreham to the border with BHCC along the A259.	Meeting 4 March 2021

General Comments (not scheme specific)

A Brighton Active Travel member stated that when roads are made safer and more attractive for cycling, more people would choose not to drive, freeing roads for emergency vehicles and business vehicles. Fewer cyclists would be tempted to ride on pavements.

Bricycles members stated that making roads safe for cycling is essential in reducing traffic. The only way to make high-volume roads safe for cycling is protected space.

Brighton Bus and Coach Company member stated that where traffic lanes are narrowed, vehicles stray out of the lanes slightly with wingmirrors etc – this can be difficult for buses using the bus lanes.

Brighton Bus and Coach Company stated that there have been no new bus lanes in the city for 9 years.

BADGE stated the need to consider people with learning difficulties, they find it hard to distinguish between zebras and crossings on cycle lanes. Also need calming measures for cyclists, to ensure we minimise interaction and dangers to pedestrians

Disabled focus group participant – stated the need for cyclist education, something to bear in mind here is that in the last year, there has been a surge in new or less experienced cyclists.

Older people focus group participant – stated the need for cyclists to undergo tests in the same way as vehicle drivers. Stated that cycles can be used by children with no test and this doesn't make sense and we need to plan better for the future.

Older people focus group participant - cyclists need to have a license to be on the road.