

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.

Deputations received:

(1) Deputation: Cycle Network

This Deputation is given by Brighton Active Travel

It presents four key areas that support the urgent necessity for a high quality, key cycle network link on the only direct route in the north-west of the city.

It covers, briefly: legally binding Acts of Parliament; children's journeys – origin and destination; forgotten suburbs and car dependency, and two unprecedented global crises that require urgent local action.

Supported by:

Lisa Creagh (Lead Spokesperson)
Maggie Chamberlain
Nick Sayers
Angela Devas
Diane Smith
James Taylor

(2) Deputation: Children and use of Old Shoreham Road cycle lanes

Presented on behalf of myself, my 3-year-old son and a group of children, their parents and teachers who cycle on the Old Shoreham Road, and who are concerned about air pollution and their right to get to school and elsewhere safely by bicycle.

The deputation is my personal testimony as someone with a child who lives right by the Old Shoreham Road which will cover:

- How dangerous the Old Shoreham Road was before the extension to the cycle lanes were added
- How they've helped my and my son's physical and mental health
- How they've enabled me to switch all my local journeys from car to walking or cycling
- How suggested "alternatives" are not actually alternatives, but different routes with their own issues, and moreover useless for children to cycle to schools north of Old Shoreham Road. Additionally, there is a lack of north to south connections to allow these "alternative" routes to even be reached safely
- How prioritisation is being given to drivers' complaints over active travel aims, even though there is little factual basis; the situation on the road continues to improve and cycling is increasing
- How, if the lanes are removed, people will be forced to drive again and therefore congestion and pollution will be likely to increase, and children's health and safety will worsen
- The general lack of safe cycling infrastructure in North and West Hove, Hangleton, Blatchington and Portslade and unfairness of this provision in relation to resident's safety
- The importance of completing the public consultation properly, listening to all voices including children, implementing the permanent solution and finally extend the cycle lanes to Benfield Valley and Portslade

Supported by:

Daren Callow (Lead spokesperson)

Alfie Callow

Charlotte Savigar

James King

Amza Henery

Eva Henery

Alezah Khan

Kian Khan

Chris Harding

Eve Harding

Herbie Hunt

Sam Haddad

(3) Deputation: A259 Cycle route

My name is Mike Dixon and I live with my wife and daughter in Eastbrook Road, Portslade. I have lived in this amazing city since 1980. Over those years I have worked as a registered psychiatric nurse, both in hospitals and in the community. For seven years I was the manager of the Aldrington House, Mental Health Centre, Hove and then I set up and managed the first Mental Health Community Support Service in the city.

I retired from the NHS 2 years ago but remain on their staff bank and assisted with the Covid vaccine campaign. Whilst working full time I used my e-bike and public transport to travel to assess my clients. For 4.5 years I worked as a Charge Nurse in the NHS Carers Health Team and during this time I was featured, with my bike, in their Sustainability Care Without Carbon campaign.

I am currently the Environmental Representative for UNISON Sussex Community Health branch and represent them on the TUC Campaign Against Climate Change, who are actively promote walking, cycling, and the use of buses and trains rather than travel by car. The campaign recognises the importance of making special car use provision for the disabled, tradespeople and emergency services, including sufficient parking and loading spaces.

Sir Simon Stevens, NHS chief executive, is actively supporting the campaign to promote cycling. He said, "with almost 700 people dying from potentially avoidable deaths due to air pollution every week we are facing a health emergency as well as a climate emergency."

Today I would urge Brighton and Hove City Council to improve the safety for those using the A259 cycle route.

Being a mental health practitioner, I have always encouraged clients to take exercise and spend some time relaxing. Cycling has always helped me achieve both, especially during the Covid-19 pandemic, but now, due to the high volume of cyclists in our city, this form of transport is becoming increasingly dangerous. I always ride with my lights switched on, wear a cycle helmet and a fluorescent cycling jacket, but nearly every time I go out, I experience some incident, or another, often caused by impatient car drivers who have become frustrated sitting in traffic jams.

Urgent action is needed to make the seafront cycle route safer, which hopefully would encourage even more people to switch to using bicycles rather than driving their cars. This will help keep them fit, reduce air pollution and noise. Cycling has also helped create many green jobs. Better cycling facilities along the seafront might also encourage more cyclists to take holidays in our city, which would help local hotels, guest houses, restaurants, pubs and bars. This is especially important now that the city recovers economically from the impact of the pandemic.

May I conclude by congratulating the council upon the recent development of new, improved, cycle lanes in Madeira Drive, Brighton, which I used for the first time this week. They must be some of the best cycle lanes anywhere in the world. Those of us who were using it appeared happy, safe and were obviously enjoying the beautiful scenery and exercise.

Supported by:

Mike Dixon (Lead Spokesperson)

Helen Dixon

Richard Harmer

Jennifer Harmer

Angela Williams

Jack Llewellyn Williams

Josephine Florey

(4) Deputation: Cycle lane network

I'm an NHS doctor working in anaesthesia and intensive care. I use city cycle lanes to commute to work, and cycle lanes enhance a feeling of visibility and safety and therefore enjoyment during my journey to and from work. I have also observed increased numbers of fellow cyclists during my commute over the past year, including my wife, a General Practitioner, who cycles to work in Worthing. This deputation has been supported by several of my NHS colleagues and I would urge the committee to hear our voice on this important matter

There are many economic, environmental and social reasons why It is vital that the city continues to invest in cycling infrastructure to promote cycling. I wish to focus on the impact of cycling on the healthcare system that we are all so proud of. Physical inactivity costs the NHS more than £450 million a year. 25% of women and 20% of men are damaging their health due to inadequate physical activity, the consequences of which are increased rates of heart disease, lung disease, diabetes and arthritis, leading to debilitating health in later life and ultimately premature death.

There is extensive and rigorous evidence that exercise and specifically cycling reduces mortality and incidence of disease and this is recognised by the World Health Organisation, the NHS and Public Health England. There is also emerging evidence that active travel contributes to improved mental health. Just 30 minutes of moderate daily activity is required to achieve this reduction, the equivalent of cycling to and from my home in Hangleton to the seafront at Hove Lawns. Ultimately increasing physical activity in the city will save the council money through a reduction in social care costs associated with modifiable disease.

The Intergovernmental Panel on Climate Change has warned we have to drastically cut CO2 levels to prevent catastrophic global heating, and the UK government has passed into law a requirement to cut emissions by 78% before 2035, and to net-zero by 2050. Despite Brighton and Hove City Council declaring a climate emergency in February 2019, the truth is these targets can only be met with urgent action to support greener modes of travel, and this must include ongoing consultation and structured implementation of cycle lanes across the city to help make cycling the easiest and most practical choice for as many journeys possible.

The success of the bicycle hire scheme in Brighton and Hove demonstrates that it is the perfect city in which to encourage people to ride their bikes and improve their health. Combining travel time and exercise time should be the easiest option for any journey in our city. The Netherlands have exemplified this approach with the average adult achieving over 25 minutes of daily physical activity as part of their travel. Investing in bicycle use is also a long term and inclusive solution with cycling being an accessible form of exercise across all ages.

The Covid-19 pandemic has made us reflect on our lifestyle and the consequence of it on our health. Enabling individuals to increase their physical activity must be a priority for our community. National data indicates that road safety concerns are a critical obstacle to people choosing cycling and these concerns are more frequent amongst women and those from ethnic minorities. No bike journey in our city should be viewed as unsafe and it is therefore vital that we continue to develop the cycle lane network as part of an inclusive and healthy travel environment.

Supported by:

Dr Todd Leckie (Lead Spokesperson)

Benjamin Hardy

Kalon Hewage

Dr Alex Hunter

Dr Erin Kamp

Dr Mark Parson

Dr Daniel Puntis

Dr James Roberts

Dr Anna Robertson

Laura Vickers

Dr Hannah Webb

Dr James Wright