


**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**



16/04/2007 13:29

To: Laura Peacock/EH/HTH/BHC@BHC
cc:
Subject: Re: PROPOSED TRAFFIC ORDER - A259 

7

Laura

From the public transport viewpoint we support these proposals.

Best wishes

Public Transport Manager

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**

2



Brighton & Hove 18/04/2007 16:05

To: <Phil.Osborne@Brighton-Hove.gov.uk>
cc:
Subject: Re: Marine Drive Traffic Order

Phil,

Thanks for that, could you therefore please hurry up and finish them as I live in Peacehaven?

----- Original Message -----

From: Phil.Osborne@Brighton-Hove.gov.uk

To:

Sent: Wednesday, April 18, 2007 2:14 PM

Subject: Re: Marine Drive Traffic Order

Both licenced taxis and private hire vehicles are permitted to use the bus lanes.

Regards,

Phil Osborne
Assistant Project Engineer
Highway Engineering & Projects
2nd Floor, Bartholomew House
Brighton & Hove City Council

Tel: (01273) 294571

Fax: (01273) 292269

13/04/2007 21:20

To: <phil.osborne@brighton-hove.gov.uk>
cc:
Subject: Marine Drive Traffic Order

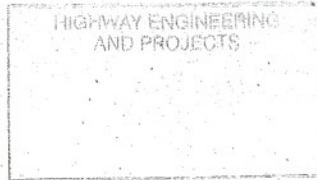
Dear Phil,

I've just read the above traffic order in the Argus and note the info on the proposed bus lanes east and west of the Rottingdean lights.

Can I just confirm that if and when these bus lanes happen that full access will be allowed for licensed taxi and private hire drivers, as it's not mentioned in the order?

Many thanks

Brighton and Hove Private Hire Association
Notice to recipient:

A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED

30/3/07

Dear Sir

③

A259 - Bus Lanes (etc)

In the apparent absence of any official notices in the press I was surprised to read reports of dedicated bus lanes on the A259 between Brighton & Peacehaven

I have had considerable experience of this very busy road and according to reports it will get even busier (4: Blues + 50%?)

Due to the extensive and spread-eagled nature of the hinterland I cannot see any number of buses making much headway in relieving congestion

With roads costing upwards of £1m a mile am I right in assuming that you intend to borrow the two lanes during the rush hour congestion - thereby creating even greater congestion?

The A259 congestion is mainly due to Rottingdean. If you have any cash to spare an extensive bridge/bypass at that point would relieve your problem

Increased pressure due to bus lanes will only compound the felony and contravene common sense health and safety considerations and further increase the death and injury rate - murder mile springs to mind.

I would be interested in your comments, which I hope will include the abandonment of this homicidal proposal.

On a more local note may I suggest that all buses entering Brighton do an 'inner city' tour - Marina, Pier, Brighton Central,

APPENDIX C

A259 BRIGHTON TO NEWHAVEN STC
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Churchill Square, Railway Station, Castle Square & the Royal Sussex hospital.

Few of these areas have adequate car parking (recognising the importance of buses internally) particularly the Royal Sussex - whose the failure to provide extra parking under the new children's block struck me as particularly ludicrous.

Having spent ^{at home} six weeks almost immobilised by a leg plaster my car has relieved the need for an ambulance/hospital car for my weekly hospital visits.

A further residential week in the Millennium Block enabled me to view the chaos in the hospital roads - clearly not provided for in the hospital expansion. My wife, a registered disabled driver, had to spend up to an hour, despite staff assistance, daily negotiating the multi story parking QUEUE in order to visit me.

Almost needless to say, visiting Brighton is regarded as an onerous and expensive exercise and no pleasure.

Traffic Management
Brighton & Hove City Council
Brighton
W.Sx.

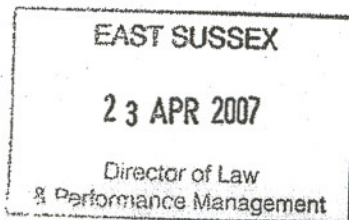
**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**

APPENDIX C

4

East Sussex County Council
CC:

Telscombe Cliffs Council
Peacehaven Council



19-04-07

Dear Sir/Madam

Reference: A259 Bus Lane - Brighton to Newhaven (Phase 1)

I would like to log an objection to the proposed bus lane plan for the A259.

We are residents who live at 347 Southcoast Rd who have personal experience of living here and will be directly affected by this plan.

Having consulted the plans, discussed the issues with local councillors and neighbours, we have concluded that the real transport issues affecting our daily lives will not be resolved by this plan.

Our objection is that the proposed bus lane will not be effective at reducing congestion along the Southcoast Road and that the three most significant transport issues for our locality will remain unresolved. These are: Rottingdean and Saltdean bottlenecks and the school run. They alone directly affect traffic congestion, pollution and bus timetables.

The school run is significant to road congestion and this is evident for all to see, during holidays. **We object to the proposal and bus routing as it will do nothing to address this key issues (school run).**

We also conclude that the proposed plans/drawings for the A259 will result in narrowing of the road in many places. This will reduce the safety margins between East & West Traffic. **We object to the reduced safety margins for our roads and residents**

As taxpayers, we object to your economic strategy. We conclude that the cost of creating the Buss Lane is excessive and will be ineffective without addressing the three real issues above.

We object to Local Authorities Road Strategy and the works implementation plan. Our observations and conclusions are that road work needs to be directed, in the first instance, at Rottingdean crossroad and Saltdean roundabout.

A259 BRIGHTON TO NEWHAVEN STC COMMENTS RECEIVED

Addressing these flash points would allow everyone, private and public transport to benefit, and the traffic to flow more effectively. A bus lane will only benefit/affect a few and cost lots whilst leaving two key aspects and community issues, relating to this development, unresolved. The roadwork constructions, required completing the bus lane, will cause even bigger traffic chaos on the A259 and, at its completion, resulting in no immediate benefits to our communities. Traffic will still be held up by the bottlenecks if they are not addressed first.

We conclude that it will be more cost effective to address the bottlenecks firstly which, will help relieve traffic flow, if in the event, that bus lanes are added.

We object to, and question your findings/conclusions, which, suggest that promotion of alternative travel choices, into Brighton/Newhaven, will benefit our community, and improve the environment. Those people who can use busses and public transport, to commute to work, already do so. It is true that a few more individuals might change/switch their travel to busses. However, many local residents work outside Brighton/Newhaven or require their cars for longer commutes or for work purposes. (I/we don't all work in Brighton). Peak flow traffic will therefore continue to grow with the development of new housing and the limited benefits of a bus lane, be slowed up. We either need a new escape road over Telscome Tye or widening the road at the bottlenecks. There is no simple solution to this problem. However there are simple things that can help us all. For instance, add a westerly flow lane to the Saltdean roundabout and either demolish two/three business dwellings in Rottingdean, to create a through lane. Or redevelop the road layout in Rottingdean by creating, a westerly through lane and no right turn into Rottingdean high street. Simply divert traffic round Rottingdean town via other existing roads. (Simpler and Cheaper?)

I do not object to the cycle track.

BUS LANE OBJECTIONS

- 1) **Our objection is that the proposed bus lane will not be effective at reducing congestion along the Southcoast Road or reduce pollution.**
- 2) **We object to reduced safety margins for our roads and residents.**
- 3) **The economic costs for the bus lane are excessive and will not address the whole communities needs. This divides and discriminates against local residents who need to use their own vehicals for transport.**
- 4) **We object to the plan because it doe not directly address widening or amending the two bottleneck obstructions at Rottingdean and Saltdean. Traffic flow, for all road users, will not be resolved.**
- 5) **We object to the Local Authorities findings/conclusions, which, suggest that promotion of alternative travel choices, into Brighton/Newhaven, will benefit**

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**

our community and improve the environment by, providing a meaningful solution to congestion and pollution issue.

- 6) We object to the plan on the ground that no realistic alternative plans have been offered to the whole community for discussion and that the plan does not include an element/strategy to address the issues of school runs. (A key element of traffic congestion on the A259).

We look forward to receiving your reply

A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED

11-3-0


Brighton & Hove 26/04/2007 17:25

To: planning.applications@brighton-hove.gov.uk
cc:
Subject: Website generated enquiry

5

Message received from the Brighton & Hove City Council Website

This message was sent to you without reference to a specific page on the website.

The sender gave their name as:

The sender specified their email address as:

The text of the message reads as follows:

RECEIVED
27 APR 2007

Press release
A259 bus lanes to cut journey times

24 April 2007

Dear Sir/Madam

Having just been reading your press release concerning the proposed planning routes.

I am extremely concerned that as a disabled resident that A: I was not aware of intentions and I have not received the survey indicating my thoughts as a resident in respect of the proposed scheme. B: Secondly how the works if approved will affect our property in terms of both accessibility as a wheelchair user and the market value of our property and what compensation strategies are being discussed to accommodate residents.

We bought our property some 3 years ago without knowing this may be a future development. We bought because of the outstanding views in a premier location. Your consultation process has fallen short.

I look forward to hearing your comments within the next few days.

Your faithfully

HIGHWAY ENGINEERING
AND PROJECTS

Sent on: 26-04-07 17:24:56

**A259 BRIGHTON TO NEWHAVEN STC
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23 APR 2007



6

**ROAD POLICING DEPARTMENT
COMMAND
HAYWARDS HEATH POLICE STATION**

Your Ref:	TM/LP/A259	Our Ref:	TME/125/07/MED/AP	Date:	17 th April 2007
Contact Name:	Mark Dunn	Tel. Extension:	35276	Direct Dial No:	01444 445917
E-Mail:	mark.dunn@sussex.pnn.police.uk			Facsimile:	01444 445967

Dear Ms Peacock,

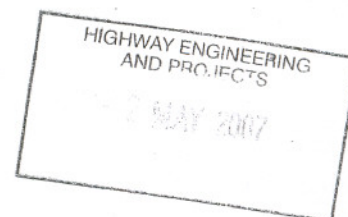
Proposed Traffic Regulation Order – A259 Marine Drive

I refer to your letter of the 12th April 2007, and attached drawing, illustrating the above scheme.

I would advise you that Sussex Police have no objections to the proposal as outlined.

Yours sincerely

Mark Dunn
Traffic Management Officer (East)
Road Policing Department



Ms Laura Peacock
Brighton & Hove City Council
Highway Management
Hove Town Hall
Norton Road
Hove
BN3 3BQ



INVESTOR IN PEOPLE

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**

Brighton & Hove

04/05/2007 16:25

To: phil.osborne@brighton-hove.gov.uk
cc:
Subject: Rottingdean Bus Lanes

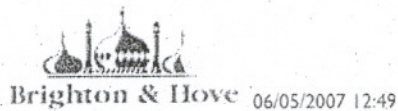
7

Phil

While not against bus lanes, I do have the following concerns about this proposal.

- The prohibition of U turns at the junction of Longridge Avenue and the A259. Currently traffic trying to turn right from Arundel Drive West onto the A259 towards Rottingdean face very long waits and this is a real hazard. Consequently drivers choose the safer route of turning left to the roundabout at Longridge Avenue and go round it to face back towards Rottingdean. This proposal will prevent traffic doing this.
- I'm not aware of any convincing evidence that buses are in fact delayed by other traffic along this route. The delays at peak times are due mainly to the design of the traffic lights at Rottingdean. Travelling from Saltdean west to Rottingdean - traffic - particularly wide vehicles like buses - are held up by traffic turning right into Rottingdean High street. Unless this section is widened, then I can't see the bus lane offering any significant improvement.
- Road safety for pedestrians crossing the A259 and at bus stops. There have been two pedestrian fatalities on this stretch in the last 2 years. Requests to the council for safety measures have been met with "wait until the bus lanes are in". I can't see anything in the plans which refer to pedestrian safety. One lady was killed on the north side of the A259 just past the traffic lights when a car mounted the pavement. A man has just died from injuries he sustained when he was hit by a car near the bus stop on the south side of the A259 near the junction with Chailey Avenue. Here the bus stop is perilously close to the road and there is a steep bank leading right to the edge of the kerb. The bus stop on the north side heading east at the junction with Newlands Road is also very close to the road with limited circulation space.

A259 BRIGHTON TO NEWHAVEN STC COMMENTS RECEIVED



To: <phil.osborne@brighton-hove.gov.uk>
 cc:
 subject: Emailing: Marine drive Rottingdean (2), Marine Drive, Rottingdean (1)

Jenny Rowlands
 Director of Environment
 Kings House
 Grand Avenue Hove
 Bn3 2sl. th May 2007

(8)

Ref; Objection to A259STC. The Brighton & Hove (A259Marine Drive)

(Bus stop clearway, bus & cycle lane & U turn) order 200

Dear Madam,

I wish to register my objection to the above proposal in accordance with the instructions on the public notice recently posted by your department in Marine Drive Rottingdean.

I object to the widening of the main coast road A259, at this point on the ground that to do so would be dangerous to road users to construct a bus lane and a cycle lane on the cliffward side of the existing carriageway. The chalk cliffs here and all along the Sussex coast are slowly receding through erosion and cliff falls which occur regularly from time to time.

The last cliff fall on this stretch of the cliffs was about three years ago at a point about 100 feet east of the point where the bus is, personally observed the result of this fall when I was walking on the undercliff one following day and saw chalk debris up to about 8 feet deep covering the full width of the walk way to the sea wall. The scar it left in the cliff face is still visible. Is it advisable to bring a major road and cycle lane to within a couple of metres of the cliff edge where this sort of thing can happen?

There is also the danger that further cliff falls will be engendered by the destabilising effect on the chalk strata of the vibration from traffic so close to the cliff edge. This road will carry all forms of traffic including heavy lorries and buses.

The existing carriageway is only about 7 metres from the cliff edge. We are not responsible today for the placing of this road in the 1930's and cannot do much about what we have inherited here which I suggest is already too close to the edge and I cannot believe that any competent civil engineer would recommend it today. But here we have a proposal to add to this road a 3 metre bus lane and a 3 metre cycle track. It seems like recklessness to me.

At present the footpath on the landward, (north) side of the road is about 3 metres wide outside number 135 and the carriage way is about 11.8 Metres wide, leaving the grass verge to the cliff fence of 6.4 metres. How are these additional lanes to be fitted in with out removing half the foot path which would place pedestrians in dangerous close proximity to a 40mph road or going too close to the cliff edge for safety. What will happen to the existing cliff top coastal footpath?

I have included two photographs which show how little space there is between the bus and the cliff edge, yet here is where most of the road widening will have to take place. I do not think many local people realise this. When the council published a questionnaire which was used to show public support for the project, they did not have a question which said, 'How would you feel about regularly travelling along this road on the top a bus?

A259 BRIGHTON TO NEWHAVEN STC
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Yours Sincerely,



Marine drive Rottingdean (2).jpg Marine Drive, Rottingdean (1).jpg



A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED



Brighton & Hove 06/05/2007 16:03

To: "Phil Osborne" <phil.osborne@brighton-hove.gov.uk>
cc:
Subject: Correction to my objection to A259STC Brightonjh &
Hove (A259 Marine Drive) (bus stop clearway, bus &
cycle lane & U turn) order 2000*

Correction to my e mail regarding the above proposal.

Please amend the second sentence to read as follows:-

'I object to the widening of the main coast road A259 at a point just west of Little
Crescent (W) on the ground that to do so would
be dangerous to road users to construct a bus lane and a cycle lane on the cliffward
South) side of the existing carriageway so close to the cliff edge'.

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**

9.



Brighton & Hove 08/05/2007 14:00

To: <phil.osborne@brighton-hove.gov.uk>
cc:
Subject: Bus/Cycle Lane changes to A259 between Greenways and Longridge Avenue

Hi Phil

Whilst in agreement with many of the proposals advertised, I would request that you do not implement the prohibition of U-turns at the Longridge Avenue roundabout.

As a resident on the west side of Saltdean my natural exit to the westbound A259 is via a right turn from the south end of Arundel Drive West, where the lack of a mini-roundabout makes the manoeuvre often heavily delayed and frequently dangerous. Lack of courtesy by other drivers has often meant a car stuck halfway at that point with heavy traffic in both directions, especially in the evening rush hour. I have frequently seen motorists turn left there instead, using the Longridge Avenue roundabout to U-turn and get into the westbound flow much more safely.

Also, from the perspective of a driver attempting the turn onto the westbound A259 from Arundel Drive West, the exit filter on the eastbound side of the A259 towards the Arundel Drive West junction almost always means a vehicle turning left from the A259 onto Arundel Drive West will completely hide another vehicle continuing eastbound towards Longridge Avenue, exacerbating the danger inherent in the right turn.

Whether or not the decision to prohibit U-turns is to be implemented, please also include the siting of a mini-roundabout at the Arundel Drive West junction. This is expected to slow traffic down to a speed closer to the legal limit in both directions, as westbound traffic will have to give way to traffic coming from Arundel Drive West, whilst eastbound traffic will have to give way to traffic turning right from the westbound A259 into Arundel Drive West. It need only be a roundabout of the raised, white-painted mound variety, so long as there are also plenty of signs in evidence saying Give Way. That arrangement should be much quicker and cheaper to implement than a more formal arrangement with kerbstones, and should be enough to also reduce the danger from turning traffic masking eastbound traffic.

The frequent siting of a mobile speed camera on the A259 between the bus layby on the eastbound side and the Arundel Drive West junction is testimony to the chronic problem of speeding in the eastbound direction. I have often experienced drivers exceeding the speed limit westbound direction also, as evidenced by their rapid approach behind me after pulling out in front of them despite fairly aggressive acceleration on my behalf to avoid that problem; and I have several times been overtaken at considerable speed on the climb up to the Cranleigh Avenue junction even though my own speedometer has been registering the 30mph speed limit.

I am a resident fully in favour of greater priority to buses and cycles as I much prefer this mode of transport, and I have noted on several occasions that the "see your speed" speed camera has been quite effective in also slowing eastbound traffic.

Yours sincerely,

A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.463 / Virus Database: 269.6.2/787 - Release Date: 03/05/2007
14:11



winmail.dat

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**



08/05/2007 18:57

To: <phil.osborne@brighton-hove.gov.uk>
cc: <dean.spears@brighton-hove.gov.uk>
subject: TRO ref TM/LP/A259 12 April 2007

10

Hi Phil

Sorry for the late response.

If the TRO is simply the parking restriction changes and additional U turn prohibitions that seems fine,

From the plan showing proposed cycleway and shared use footway items I'd raise

- i) a desire for continuous priority being given to cyclists and pedestrians at minor road junctions
- ii) the need to find a cycle friendly solution to the Park Road to High Street junction in Rottingdean.

Regards

Sustrans Area Manager, Brighton & Sussex

2007 is Sustrans' 30th anniversary. As the UK's leading sustainable transport charity our vision is a world in which people choose to travel in ways that benefit their health and the environment.

We are the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel and Liveable Neighbourhoods, all projects that are changing our world one mile at a time.

To find out more visit www.sustrans.org.uk
Sustrans, National Cycle Network Centre
2 Cathedral Square, Bristol, UK. BS1 5DD
Registered Charity No:326550

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2 Cathedral Square, Bristol, UK. BS1 5DD
Registered Charity No:326550

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**



Brighton & Hove 08/05/2007 16:48

<phil.osborne@brighton-hove.gov.uk>



Subject: A259 TRC

Dear Mr Osborne,

On behalf of Brighton & Hove Friends of the Earth I would like to formally object to the Traffic Regulation Orders relating to the proposed bus and cycle lanes along the A259 - the Brighton & Hove (A259 Marine Drive) (Bus Stop Clearway, Bus and Cycle lane & U Turn) Order 200. The change in the speed limit to 40mph is fully supported.

While Brighton & Hove FOE fully supports the concept of bus and cycle lanes along this route it is concerned that the current proposals could undermine cycling. It also feels that this TRO needs to be considered in conjunction with the cycle proposals for a cycle path on the northern side of the road on the pavement even if these are not formally part of the TRO.

From the plans sent to us it is not clear whether the bus lanes will be bus and cycle (and taxi lanes). At the very least they should allow for cyclists as well as buses. From the maps sent out it is again not clear exactly what is proposed for cyclists but the proposal for a footway cycle lane or shared surface (presumably eastbound only) stopping at every side junction will not be of great benefit to cyclists unless the side roads are traffic calmed and priority is given to cyclists wherever possible. The current proposals could have quite a significant detrimental impact on cycling if the new Highway Code is adopted which expects cyclists to use cycle facilities where they exist, as it could put people cycling on both the road and the cycle lanes.

Westbound there is very little cycle lane provision and even if cycles were allowed in the bus lane westbound, given the often gusting winds along here we would like to see a wider lane provided (greater than 4.5m) if possible to allow for cycle 'wobble' and to avoid cyclists being blown into the path of overtaking buses.

The proposed on road cycle lane in Rottingdean (eastbound) is mandatory for a short length and advisory in front of the shops. Without double yellow lines and strict limits on loading if it is necessary along here - i.e. there are no other options such as rear access for properties along this stretch, then the cycle lane could just encourage cars to park here and render the cycle lane pointless. A mandatory cycle lane would be preferred if at all possible along this whole stretch but it must come with double yellow lines so that it can be enforced by traffic wardens.

Finally, we are not happy with the current junction layout with Longridge Avenue which involves sending pedestrians on a detour to cross the junction. It would be far preferable to reduce the width of the junction and square it up which would allow pedestrians to cross more along the desire line. This is something that also needs to be looked at for several other junctions along this route as well as the need to traffic calm all junctions.

I trust these comments are of use. If you have any queries please do not hesitate to get in touch.

Yours sincerely,

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**

02/10 2006 15:42 FAX 01273 292269

HIGHWAY CONTRACTS

rec'd 11/8/06

(12)

Mr Charles Brewerton
Environment Department
Brighton & Hove City Council,
Bartholomew Square
Brighton BN1 1JP

Dear Mr Brewerton

Rottingdean Parish Council
A259/High Street junction, Rottingdean

Thank you for your letter of 20 July and enclosed drawings. The Parish Council discussed the implications at their August meeting.

The Council is totally opposed to any reduction in the size of the West Street Car Park. Parking in Rottingdean is already difficult and is likely to get worse when the new Tesco store opens. The Council accepts the need for a westbound bus lane as the morning rush has a considerable effect on traffic flows. However evening traffic flows eastbound between Ovingdean and Rottingdean are much better and in the Council's view the proposed eastbound bus lane is unnecessary. It is certainly too high a price to pay for a reduction in the West street Car Park

I draw your attention to the omission of a new coach bay on the A259 just west of the White Horse. This is a long standing request and is shown on earlier drawings.

The Council also considers it important that traffic in West Street is allowed to turn left at the west end. There is considerable difficulty for cars leaving the car park to join southward flows in the High Street. In addition the width of the adjacent High Street is such that there is no room for a cycle lane. This can be seen when a No. 2 bus turns into West Street.

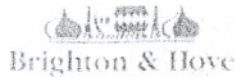
Thank you also for the Lower High Street proposals. The Council's intention is to maximize the width of the east footway in contrast to the west side which is little used. I note that the length of the east-west parking bays adjacent to the White Horse scale 6.5 metres. Can this dimension be reduced to widen the east footway?

I am writing this letter as our Clerk Jean Talbot is on holiday. However she will be back shortly and your reply should go to her.

Yours sincerely

COUNCILOR

**A259 BRIGHTON TO NEWHAVEN STC
COMMENTS RECEIVED**



22/10/2006 13:01

Smith/CLLR/NAB/BHC@BHC, Mary
Mears/CLLR/NAB/BHC@BHC
Subject: Re: *CONFIDENTIAL* MEMBER CONSULTATION ON
DRAFT 9/11/06 ENV COMM REPORT

13

Dear Stuart

I enclose my comments on this proposal.

Do not agree with recommendation:

2.1 b, c, d, e, f, g.

I consider the scheme to be inappropriate for the A259. The proposed bus lane will only further delay car journeys using this route. Traffic already queues into Rottingdean from the west at peak times. Should one of the current two lanes become a bus lane, common sense dictates the already poor traffic flow will be exacerbated. I travel this route on a daily basis and I am of the opinion traffic will back up to the Ovingdean Roundabout and possibly extending westward to the Marina. Traffic flows freely at the Longridge Avenue Roundabout. To install traffic lights will bring traffic to a halt and again slow down the traffic flow. This is a classic case of 'if it aint broke don't fix it' The same applies to the roundabout at Telscombe Cliffs Way

I cannot agree with the provision of a cycle route on the undercliff walk. The undercliff is used extensively by walkers, particularly young families, usually with children on trikes, scooters and pushing dolls prams. Dog walkers are prolific too. The undercliff is very narrow in places and I would without hesitation consider the mix of young families out walking and cyclists a lethal combination. And I do mean lethal. We all recognise there are a significant minority of cyclists who ride much too fast when there are pedestrians/walkers sharing a route. Furthermore, there is already a cycle path running parallel to the A259 as part of the National Cycle Routes. Therefore, a second route is unnecessary.

Please ensure my comments are included in the Environment Committee Agenda.

Councillor Lynda Hyde
Conservative Member
Rottingdean Coastal Ward
Brighton & Hove City Council