

# **ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM**

**4.00PM, TUESDAY, 21 JANUARY 2020**

**COUNCIL CHAMBER, HOVE TOWN HALL**

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## **ADDENDUM**

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**WRITTEN QUESTIONS**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public:

**(i) Smoke Control Area – Adrian Hill**

“I suffer with life threateningly poor respiratory health; particulates cause poor health (lung, heart, cancer, birth defects, premature death). I recorded dangerous levels of particulates on Christmas day after fires were lit in homes. DEFRA says burning fuels in homes is the biggest contributor to particulate emissions and there are no safe levels for health. I struggled to breathe while sleeping that night and my blood oxygen levels fell. Burning smokey fuels is an unnecessary luxury because there are alternatives. Burners are gaining popularity; for my health and others, can the Smoke Control Area be widened to cover the whole city”.

**(ii) TRO Goldstone Crescent- Gareth Hall**

“There is a TRO being proposed to extend double yellow lines along a section of Goldstone Crescent. This will only serve to move the congestion problem further down the road. Will the Chair consider removing the parking restrictions adjacent to the park enabling city park workers to park there (Spaces are empty during the day around the park) or alternatively extend the double yellow lines all along the far end of Goldstone Crescent reducing congestion and protecting the grass verges which are getting badly damaged by cars driving on them”

**(iii) Local Cycling & Walking Infrastructure Plan Task & Finish Group-Alexander Sallons**

“I understand that the LCWIP Task and Finish group has met multiple times, although I could find no mention of that on the council website or in the public domain, in the accepted amendment by the Green Group to the scoping report the Task and Finish Group was said to offer key stakeholders earlier and stronger engagement. Can the Council provide a timetable for when those stakeholders, and the public, will be engaged with?”



**TATIONS 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:

**(i) Deputation: Barriers to cycling**

This committee often speaks of the need to improve air quality, reduce carbon emissions and encourage active travel so that the benefits to health and the environment can be realised. Obstructions and hazards on the ground need to be minimised to make the walking and cycling journey easier and safer.

What is surprising therefore, is to find that perfectly legal cycle routes have been blocked so that people on cycles, on foot and on mobility vehicles find themselves squeezed into a narrow pinch point. What is more surprising is to find that this has been done intentionally by our own Council and without any consultation.

A gate has been installed at the junction of Ship Street and North Street, but it is perfectly legal to cycle in both directions here. It is not a pedestrianised area. The gap of 1.2 metres is all that's left for 2-way cycling. The usable width is less than a metre. Pedestrians now also aim for the gap. This invites conflict, collisions and delay. It can prevent riders trying to escape the heavy traffic and pollution on North Street. It is an inconvenience and yet another disincentive to ride or walk in the City centre.

Another gate has been installed at the Duke Street end of Ship Street. Again, it is perfectly legal to cycle there in both directions, but the way is now gated and cars and vans often park in front of the gaps that are left.

Another gate has been installed across a cycle route at the junction of Natal Road and Dewe Road near the University of Brighton's Mithras House. This gate is permanently locked and totally obstructs the carriageway, leaving only the pavement free.

In addition, there are gates at Sydney Street and Gardner Street, even though it is legal to cycle southbound. The official traffic signs ("flying motorbike") make it clear that only motor vehicles are restricted, not pedal cycles.

There have not been any Traffic Regulation Orders closing these routes to cycling. These barriers are being applied by Council officers without the benefit of the ETS committee, Transport Partnership or public input. The legality of this obstruction of the highway is questionable.

In any case, the layout in these streets now falls far below any quality standard for cycling infrastructure such as the London Cycling Design Standards which say that at least 3 metres width is needed for comfortable 2-way cycling and more if walking is included.

What standards are Brighton and Hove City Council using for cycling and walking infrastructure? Cycle routes should be wide enough to allow cargo bikes, cycles with trailers, tandems and non-standard cycles to pass, such as those used by disabled adults and children.

In October 2019, this Council organised a conference at the Dome called "Combatting climate change through active and sustainable travel". We heard about using cargo bikes delivering goods in town because of their much greater efficiency compared to vans.

Business people and cycle traders were present, and everyone was enthusiastic. But other parts of the Council are thwarting such moves with gates across routes.

In Ship Street in the last 10 years there has been an inordinate amount of flip-flopping with a one-way southbound and then northbound; a traffic light installed at the North Street end and then removed; we have had bollards, now gates. This must have cost a lot. What we haven't had is any strategy.

We need to see these gates removed and a solution that complies with high quality cycling standards. To this end, we would like the Council to produce a report defining precisely what the problem is that these gates are trying to fix so that a more strategic and evidence-based approach can be discussed.

We are still awaiting an invitation to participate in the development of the Local Cycling and Walking Infrastructure Plan. LTP5 is also about to be developed. We need to liaise with a senior officer with expertise in cycling and walking design standards. But this council does not have a cycle forum or a cycling officer and generally, issues on the ground are proliferating, not improving.

**Supported by**

Rebecca Reynolds (Spokesperson)

Angela Devas

Tony Green

Tom Jones

Fred Pipes

Adam Pride

Martin Ross

**Supporting Information:**





Gate at Ship St. / North St. junction.  
Looking north.



Gate at Ship St. / North St. junction.  
Looking south.



Gate and parking at Ship St. / Duke St.  
junction. Looking south.



Gate and parking at Ship St. / Duke St.  
junction. Looking east.



Natal Road cycling facility, eastbound  
leading to Dewe Road.

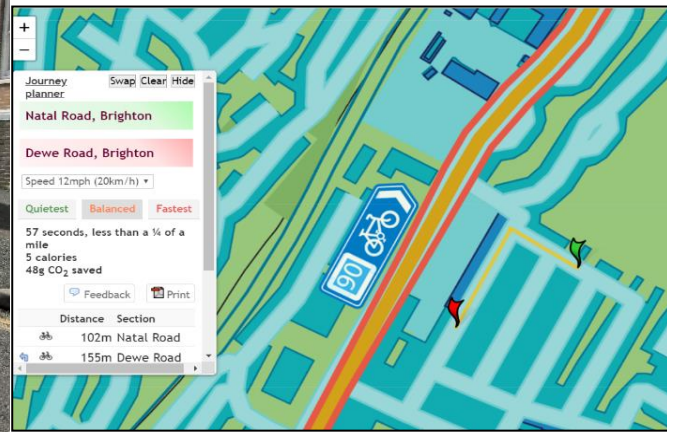


Permanently locked gate at Dewe Road /  
Natal Road junction looking north. This is  
a cycle route.





The gate at Natal Rd. / Dewe Rd. junction, looking south.



BHCC online cycle map shows the Natal Rd – Dewe Rd. route (flagged) without any obstruction.



It is legal to cycle southbound along Sydney Street, but this gate at the northern end blocks the route.



Sydney Street: How do people using mobility vehicles or non-standard cycles manage when the gate is closed?



It is legal to cycle southbound along Gardner Street but this gate at the northern end blocks the route.



Friendly infrastructure? Intrusive metal lock and chain at Ship Street at child height.



**(ii) Deputation: Parking Schemes**

It is our intention to present a deputation to cover the following points:

- Concerns around the effectiveness of consultations carried out ahead of the introduction of parking schemes
- The confirmation bias around statistical data provided in response to public concerns to the above committee
- The lack of accountability or response from the Parking Infrastructure Team
- The over-reliance on budget cuts as a reason for not carrying out obvious works
- The reluctance of the Council to recognise mistakes and reverse decisions

**Supported by**

Adrian Hibbert (Spokesperson)

Maria Pessini

Zahra Hedayati –Nik

Frederick Spires

Fahim Hedayati

Adam Marshall