

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

**4.00PM, WEDNESDAY, 21 JULY 2021**

**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:

**(1) A259 and A270 emergency response times – Justyn Williams**

Has the council reviewed the emergency services response times, to see if they have been adversely affected by the introduction of cycle lanes along the A259 coast road and Old Shoreham Road A270?

**(2) Survey responses – Peter Harland**

Quoting from this meetings agenda (Page 10)

“Respondents over 45 (but under 75), those identifying as disabled, and car drivers, are over-represented when compared to 2011 census data, whereas younger people are under-represented. Schools were in lockdown and largely closed to pupils during the consultation period so opportunities to engage directly with schools/ pupils were unfortunately limited.

The above needs to be taken into account when reviewing the findings of the survey.”

Can you please explain to me what this means and in particular “The above needs to be taken into account” when reviewing the findings of the survey?

**(3) Road layout changes – Jonathan Holley**

Why is the Green Administration continuing to impose road changes on Hove residents which are the opposite of ‘green’ and detrimental to public Health and Safety? Specifically:-

- Air quality has deteriorated markedly due to the OSR being halved causing traffic jams which never existed before.
- Recycling has been discouraged as Residents were turned away from Hove Tip or forced to queue for up to 40 mins causing new traffic jams & pollution.
- road safety for pedestrians, cyclists and drivers is worse especially in the Holmes Ave area resulting in accidents and near misses.

**(4) Stakeholder workshops – Andrew Peters**

Throughout the Agenda it states ‘Stakeholder Workshops’ were held on the various areas such as the A23, A259 Western Road, Old Shoreham Road In all cases it states: “As part of the consultation, officers organised stakeholder workshops which local groups and organisations were invited to”

The Brighton & Hove taxi trade consists of around 1000 licensed vehicles and 1300 licensed drivers and so it is a significant transportation stakeholder. We are not aware of any invitations to such stakeholder workshops. Can the chair please explain why this so?

**(5) Active Travel Grant – Andi Holley**

Why hasn't the Green led Council spent half the nearly £3m Active Travel grant on promoting Walking as this is what the money was intended for and ALL Residents walk or use pavements be they young or old or disabled on mobility scooters, instead of spending the vast majority on cycling which benefits only 5% of Residents?

**(6) Air quality Holmes Avenue junction – Carel Eneke**

In view of the increased traffic congestion & worsening air quality on the Old Shoreham Road, (an unintended consequence of the temporary cycle lanes which are barely used), are you planning to monitor the air quality at the Holmes Avenue/Old Shoreham road junction?

## **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