

PLACE OVERVIEW & SCRUTINY ADDENDUM

6.00PM, TUESDAY, 6 OCTOBER 2026

HOVE TOWN HALL COUNCIL CHAMBER

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk. Agendas are available to view five working days prior to the meeting date.

Electronic agendas can also be accessed through our meetings app available through [ModernGov: iOS/Windows/Android](#)

This agenda and all accompanying reports are printed on recycled paper

ADDENDUM

ITEM		Page
26	PUBLIC INVOLVEMENT	3 - 6

Subject: Deputations from members of the public

Date: 6th October 2026

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the committee for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which the committee Chair shall speak in response. It shall then be moved by the Chair and voted on without discussion that the spokesperson for the deputation be thanked for attending and its subject matter noted.

One deputation has been received for the 6th October 2026 call-in meeting. The spokesperson is entitled to speak for 5 minutes.

1 Subject of Deputation

Red Route on Western Road

2 Supported by

Catherine Lane

James Rock

Alison Connor

Marie Dhont,

Bee McKeevar

Rachel Davidson

Dean Davidson

3 Summary of deputation

"Fines after fines after fines."

These are the words of Azem Gashi. He was talking about Archipelagos Gyros, his restaurant on Lewes Road, after the Red Route came. He says he lost between 20 to 30% of his turnover. A few people lost their jobs. Azem also owns two restaurants on Western Road. Today he does not know whether they can survive a Red Route there.

Paul Sankey was a butcher on Lewes Road for 14 years. He says that when the red lines came, his takings fell and suppliers refused to deliver. He says that is why he lost his business. He went bankrupt.

Amir Khan's family has run Taj on Western Road for three generations. Their shop on London Road is gone. Amir says the Red Route there contributed directly to its closure.

Those are three voices. We have heard many more, and we can put every one of them before you.

Now a Red Route is coming to Western Road, and to 185 businesses.

Once was a lesson. Twice would be a choice. Why has the decision making process completely failed to include a consideration of the inevitable economic impact? The loss of jobs? Why apply the most drastic parking enforcement option, when the Cabinet report never weighed anything less?

On 17th September, Cabinet resolved that the purpose of this scheme is "to reduce congestion in the area to allow for improved bus reliability." We share that aim. Nobody on Western Road defends illegal parking. We want the rules enforced. The report records 2,315 vehicles that drove away before a ticket could be issued. That grace period exists because loading is allowed on yellow lines. The report does not say how many of those drivers were simply making a delivery or collecting something heavy. A Red Route would ban that too.

Section 4 of the report sets out the alternatives Cabinet considered. There are only two: do nothing, or make the scheme permanent from the start. Stronger enforcement is not among them. Nor are clearer kerbside markings to prevent loading in any particular locations where congestion is an issue. The lightest tools were never weighed. The heaviest is being reached for first.

The traders would welcome working with the council on any other solution except double red lines and 24 hour camera enforcement.

Unlike some other Red Routes, Western Road has no rear access. This scheme gives us ten loading bays, for nearly a kilometre of shopfront. The report says some businesses will be around 70 metres from the nearest bay.

Health and safety guidance flags carrying goods more than 10 metres as a risk. The Brewery Logistics Group, whose members deliver to pubs and bars on this street, has said. Kegs weigh up to 200 kilograms. It says this scheme leaves its drivers with "an impossible choice": obey the Red Route and breach health and safety rules, or obey those rules and get a fine. In its words: "This is not a theoretical concern. It is an operational certainty."

Section 122 of the Road Traffic Regulation Act requires the council to have regard to reasonable access to premises. Seventy metres, carrying a side of meat or a barrel of beer, is not reasonable access.

Members, Red Routes have a cost, and we know who pays it.

The British Heart Foundation shop on Lewes Road tells us its profits fell from £75,000 a year to £35,000. People bringing furniture to donate to a heart charity were fined £70 for stopping outside. That shop is now closing.

We are told this is an 'experiment'. A shop that has closed as the result of an experiment stays closed. Ask Paul. Ask Amir.

We believe a Red Route will close many of the 185 businesses on Western Road. Please do not carry out a live experiment on the jobs of everyone who works on this street without first trying everything else. These are real people. Some will lose everything.

Please send the decision back. That is not a vote against your colleagues in Cabinet. It gives them the chance to get this right.

This council's own plan says: "We continue to listen closely to our city's residents and businesses." Today, we are asking you to listen. Western Road is now closed for resurfacing. No Red Route can operate there until it reopens, so a pause costs the city nothing. Let us use that time well. The traders of Western Road will work with you and share our trading figures to show the impact of no kerbside stopping caused by the roadworks, so that the council can carry out the economic impact assessment the Chamber of Commerce and BIDs have asked for before deciding to implement this scheme.

