

<b>Subject:</b>	<b>Items referred from 13 August Special Council meeting - Deputations</b>		
<b>Date of Meeting:</b>	<b>29 September 2020</b>		
<b>Report of:</b>	<b>Executive Lead Officer for Strategy, Governance &amp; Law</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mark Wall</b>	<b>Tel: 01273 291006</b>
	<b>E-mail:</b>	<a href="mailto:mark.wall@brighton-hove.gov.uk">mark.wall@brighton-hove.gov.uk</a>	
<b>Wards Affected:</b>	<b>Various</b>		

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To receive the following three deputations referred from the Special Council meeting held on the 13 August 2020.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee responds to each of the deputations either by noting it or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options and writes to the deputation spokesperson setting out the committee's decision(s).

**3. CONTEXT / BACKGROUND INFORMATION**

- 3.1 To receive the following deputation along with the extract from the special council meeting and supporting information which is detailed in appendix 1:

**(1) Deputation concerning Support for the review of the temporary cycle lane extension on Old Shoreham Road**

Spokesperson Samantha Goddard

Supported by: Tony Francis, Winnie Barrett, Jenny Marshall, Mick Clifton, Nina Keating

Ward affected: All

The Old Shoreham Road provides connection of Shoreham-by-Sea, Lancing and Worthing with Brighton and Hove. It is a main access road for those travelling between these locations. Since 10<sup>th</sup> May 2020 a temporary cycle lane has been in place, specifically resulting in one full lane being lost to drivers along the dual carriageway. Hence this deputation, not in opposition of cyclists along this route or cycle lanes in general but because I strongly disagree with any cycle lane that would take away a lane in its entirety for use by cars on this or any dual carriageway which so clearly requires at least two lanes to function.

No doubt there is environmental motivation behind the implementation of this cycle lane, acknowledging strong concerns within the UK for climate change. Yet regardless of a desire to move towards cycling as a chosen method of transport, we cannot ignore the

current situation, being that cars are a leading means of transport for so many people. To think that reducing lane access for drivers will make them disappear from the road or that it will make a cyclist out of someone who was not already is both short sighted, and in my opinion, not in connection with reality. Instead we must remember and consider the vast proportion of people who may always choose to drive due to health, the distance being travelled and of course due to preference and choice. In that respect electric cars will have a large part to play in moving towards a more harmonious relationship between transport and the environment. That said this temporary cycle lane is and has been a huge inconvenience and cause of frustration for drivers, and no doubt a matter of negative mental health for those who must use this road every day or on a regular basis.

I must also point out the safety risk that the temporary lane has posed, with clear confusion by drivers not knowing if or when they can use the temporary cycle lane when turning left or right. This has resulted in at least one near collision witnessed by my partner whose place of work is based on the roadside of the affected area and who took the photos provided below, demonstrating the now daily sight of backed up traffic queues and cars remaining stationary for long periods of time, something which is surely causing an increase in local car emissions if anything.

It is also important to mention how the introduction of this temporary cycle lane has felt underhanded in its timing and justification; reading in a letter from Brighton & Hove City Council (below) to local residents wording such as (related to covid-19) 'there are fewer journeys being made by car' ... 'we expect this to continue even after current movement restrictions are eased.' I find this to be a misdirection given how at the start of lockdown the public were instructed not to drive with exception for key workers and the most essential of journeys. In contrast the public were encouraged to take outside exercise including walking and cycling. Such an involuntary change in travel pattern should therefore not be taken to indicate a norm once restrictions are eased. It therefore feels underhanded to have made such an assumption and particularly, to have informed local residents of the project the very day before (Thursday 7<sup>th</sup> May 2020) the bank holiday during which the works were undertaken.

I feel that to re-evaluate and review this temporary cycle lane would not be to deny the desire or intention to accommodate cyclists here but to acknowledge it as completely inappropriate to lose one of two lanes for car drivers on the prominent dual carriageway that is the A27, a road which clearly requires both lanes to function. It is this point that I hope I have made most clear. Acknowledging appetites and reasonings behind the creation of a larger cycling network, I still believe that we must seriously review the loss of a full road lane accessible only to cyclists, particularly as use has been sparse, creating unnecessary suffering for drivers.

- 3.2 To receive the following deputation along with the extract from the special council meeting and supporting information which is detailed in appendix 2:

**(2) Deputation concerning, a request for the whole of The Deneway (BN1 8QR and BN1 5AZ) to have safe road markings**

Spokesperson Katherine Sykes

Supported by: Michael Whitty, D. Sannister, Sarah Mitchell, M. Chapman, John Simmonds, D. Pidgley, S. Jefferies, J. Clarke, J. Freer, D. Clarke.

Ward affected: All

This deputation requests that the council ensures there is an urgent, ward agnostic, transparent, up to date review of the road markings on ALL of The Deneway (BN1 8QR

and BN1 5AZ). Addressing the concerns raised by Westdene residents and the LAT and redressing the omissions of the TRO.

The Deneway is the only thoroughfare between the lower end of Westdene and the London road. It cuts under the railway line, providing access for residents, schools, shops, buses and the Withdean sports complex. In September 2019 local residents, and the WWLAT, asked for the whole of The Deneway to be urgently reviewed for the introduction of safe road markings and we provided extensive evidence of concerns to support this request. However only sections of the east side of the Deneway were considered to meet "the minimum required to improve safety for pedestrians and for the safe movement of vehicles." We understand that historical objections from 2010 were used to justify the decision not to include the whole of the east side in the TRO, and it appears that the west side was not considered at all, despite being home to vulnerable residents and a doctors surgery (Lionsdene sheltered housing). This can't be right- over last 10 years the roads have become busier, the veterinary hospital and Withdean Sports Complex have expanded, and Westdene school has grown by a third- disproportionately increasing parking and traffic on The Deneway. The TRO has failed to address the issues or mitigate against the impact of only introducing yellow lines on limited sections of The Deneway. There remain no road markings on significant sections of The Deneway, and the people who park here continue to have no indication of where it is safe to park or to comprehend the busyness of this road at certain times with the following, ongoing, consequences:

- Complete lack of any safe crossing points including: o lack of protected drop curbs to access the pathway under the bridge- leading to blocked access to the bridge for pedestrians (NE Deneway)
- Lionsdene crossing point (sheltered housing & Dr surgery)- the road forks at this point with obscured visibility due to parking (NW&SW Deneway)
- Cars block pavements forcing people onto the road: o Outside the vets on the roundabout/pavement (NE Deneway)
- South west side fork (SW Deneway fork)
- Cars park close to, and all along the west side forks obscuring vision for all road users- as a result drivers commit without adequate visibility and cars come off the road to avoid colliding with oncoming traffic (NW&SW Deneway)
- Cars also park on the busy Deneway junctions with Eldred avenue. Obscuring visibility for all road users and adding to bottlenecks (NW&SW Deneway)

These problems have continued despite less traffic during COVID and will inevitably get increasingly worse as things return to normal. Lionsdene and other Westdene residents feel The Deneway is dangerous, and unsafe for all road users, also highlighting that it can be impossible for those with limited mobility to navigate it. The Deneway is an essential access road into Lower Westdene, its busy, and complex, and these issues need to be addressed. In the meantime, it continues to disincentivise walking to school, accessing public transport, and other important health, environmental and wellbeing initiatives and it is putting residents of Westdene at unnecessary and avoidable risk

- 3.3 To receive the following deputation along with the extract from the special council meeting which is detailed in appendix 3:

**(3) Deputation concerning Madeira Drive Traders Compromise**  
Spokesperson Trevor Archard

Supported by: JJ Bralden, Kirsty Pollard, Greg Harman, Ian MacKenzie, Jason Papanicola, Dave Rochford.  
Ward affected: All

Members of Madeira Drive Traders Association have been left disappointed after a recent meeting with Councillors to request Madeira Drive Is immediately re-opened. Councillors were told some traders are facing financial ruin if the road remains closed for the Summer, and many are unable to pay their rent. Others are unsure about rent payments and have not paid as the terms of their leases have been varied with the road closure. Now there is also a proposed further eighteen-month experimental closure when this one finishes.

Like all businesses Covid-19 has hit business hard but those situated on Madeira Drive have suffered a double blow with the road closed to visiting tourists who would normally access this area by car. There is no public transport to Madeira Drive.

The traders want to make it clear that they are keen to work with the council in the future to assist with plans and perhaps see fully pedestrianised areas of the road, but only when improvements have been put in place first to make the road safe, accessible and attractive.

To close a road without any improvements or a sustainable transport plan in place totally disregards the livelihoods of the traders who keep the place going year-round, as well as the lives of the people who use their businesses."

Madeira Drive is situated behind what is a cliff. In terms of access users need to be able to cycle, walk 15 mins or more if using public transport and descend 84 steep steps. This affects those with young children in buggies, wheel-chair users, those who cannot walk 15 minutes or who are not on a bus route.

Councillor Lee Wares has approached the Traders Association with what he believes is a workable compromise. To provide good access and space for people to exercise, together with a solution for access to tourists. The plan has been well received at a meeting with the traders on July 3rd.

Brighton Marina are very concerned that cars are using the Marina car park instead of Madeira Drive. This is taking up valuable parking space for our customers this summer. Once the terraces and lift are repaired, people will have much more space to exercise and walk on the terraces that run the whole length of the road.

The Madeira Drive Traders Association now also has the backing of the Brighton Tourism Alliance to progress the proposed compromise. The Association has recommended to members that as soon as a reasonable compromise is reached, and the road is open in some way, the rents can start to be paid again.

The Council should be supporting local businesses and jobs and livelihoods. Three recent surveys have supported the re-opening.

## SPECIAL COUNCIL

4.30pm 13 AUGUST 2020

### VIRTUAL MEETING - SKYPE

#### MINUTES

**Present:** Councillors Robins (Chair), Mears (Deputy Chair), Allcock, Appich, Atkinson, Bagaeen, Barnett, Brennan, Childs, Clare, Deane, Druitt, Evans, Fishleigh, Fowler, Gibson, Hamilton, Heley, Hill, Hills, Hugh-Jones, Janio, Knight, Lewry, Littman, Lloyd, Mac Cafferty, McNair, Miller, Moonan, Nemeth, Nield, O'Quinn, Osborne, Peltzer Dunn, Phillips, Pissaridou, Platts, Powell, Shanks, C Theobald, Wares, West, Wilkinson and Williams

#### PART ONE

### 31 DEPUTATIONS FROM MEMBERS OF THE PUBLIC

#### (1) CYCLE LANE OLD SHOREHAM ROAD

Spokesperson Samantha Goddard

- 31.1 The Mayor reported that three deputations had been received from members of the public and that he would invite each spokesperson to introduce their deputation and for the relevant Chair to respond. He noted that 15minutes were set aside for the consideration of deputations.
- 31.2 The Mayor then noted that the spokesperson for the first deputation was unable to join the meeting and in view of the time suggested that it be taken as read and invited Councillor West as Joint Chair of the Environment, Transport & Sustainability Committee to respond.
- 31.3 Councillor West thanked the Mayor and noted that the deputation related to the two petitions that were due to be debated later in the meeting and thanked Ms. Goddard for bringing it to the meeting. It raised the question for the reasoning of the Government for the introduction of the temporary cycle lanes which recognised the need to provide an alternative travel mode to meet safe distancing requirements and to enable people to get to work and around the city. It was going to be important with the return to schools and to enable people to have a choice and choose to cycle rather than drive which improves the environment and health of everyone. He noted that the lanes were temporary, and a report would be coming to the September meeting of the Environment, Transport & Sustainability Committee on the future of the lanes across the city.
- 31.4 The Mayor thanked Councillor West and noted that the deputation would be referred to the Environment, Transport & Sustainability Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.

Since its implementation, use of this temporary cycle lane has been minimal by cyclists whilst use by vehicles remains heavy and consistent, as is to be expected on a dual carriageway that is used to cover the longer distances between numerous towns and the city of Brighton.

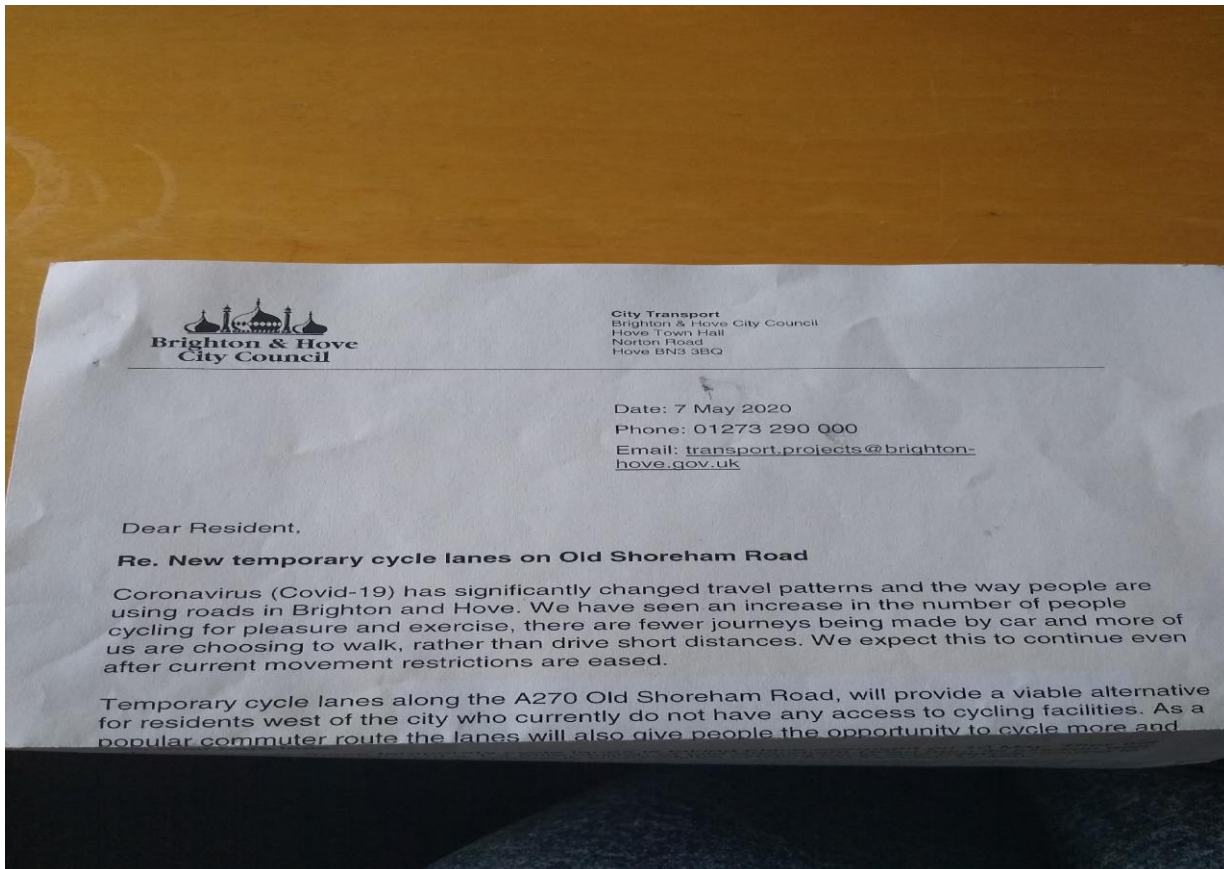
Images 1 & 2: Cars at the Boundary Road junction along Old Shoreham Road with queues stretching as far as the eye can see, beyond Olive Road. With cars not permitted to use the second road lane to their left, this queue includes cars intending to go both left and straight over after the lights.







Image 3: A letter from Brighton & Hove City Council sent to local residents and businesses on Old Shoreham Road on 7<sup>th</sup> May 2020, notifying of works that were to begin 3 days later.



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#### PART ONE

### 31 DEPUTATIONS FROM MEMBERS OF THE PUBLIC

#### (2) THE DENEWAY

- 31.5 The Mayor then invited Katherine Sykes as the spokesperson for the second deputation relating to the Deneway to address the council.
- 31.6 Ms. Sykes thanked the Mayor and stated that she was a resident of Westdene, and her children attended Patcham High School. She had become concerned about the Deneway and safety of residents and believed that there was an urgent need to review the road markings for the Deneway which was the only access road for Westdene residents. The difficulty was with the lack of road markings and dangerous parking as a result residents were put in danger and had with the LAT's support previously requested action be taken to update the road markings. Whilst double yellow lines had been put in place along part of the East side, they were insufficient and the dangers to residents, children and cyclists remained with continued dangerous parking and traffic. She urged the council to review the situation and to take appropriate action to improve the safety for everyone in Westdene.
- 31.7 Councillor West thanked the Mayor and Ms. Sykes for bringing the deputation to the council meeting. He noted the challenges faced by residents and visitors and that double yellow lines had recently been introduced which he believed had improved the situation along the East side. However, he acknowledged that problems persisted particularly along the Western side of the bridge but noted that previous proposals to address the matter had received a number of objections. He stated that the council was currently looking at a walking and cycling infrastructure plan for the city and hoped that residents would engage in the consultation process and that further improvements could then be made.
- 31.8 The Mayor thanked Ms. Sykes for joining the meeting and speaking on behalf of the deputation. He noted that it would be referred to the Environment, Transport & Sustainability Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.



The Deneway additional context:

The Deneway is a major access road into the Westdene estate. It is located directly off the London road, cutting under the railway line, providing the only thoroughfare between the lower end of Westdene and the London road. The lower end of Westdene has a primary school, a parade of popular shops, and is an access route to the Withdean sports complex and beyond. For people living in lower Westdene and others needing to access it, The Deneway is the route to and from Westdene and Patcham schools, and into and out of Brighton via the London road and its buses. The Deneway houses the busy New Priory Veterinary hospital and a handful of residences on the east side of the railway line. On the west side of the railway the only residence is the Lionsdene, 36 sheltered housing flats for older people which includes a branch of Warmdene doctors' surgery.

The Deneway is approximately 150m long on the east side, and 100m long on the west side. It is short and complex. The east side has a roundabout and bends narrowing to single track under the railway bridge. The west side rises up from the bridge, on a sharp hill before forking into two sections that continue to rise to the junctions at Eldred Avenue. Both the west side forks effectively become single track due to parking and verges are decimated due to cars coming off the road to avoid colliding with oncoming traffic. Due to its width and design, in significant sections pavements are only on one side, meaning most pedestrians walking the short length of The Deneway will have to cross the road at least once. Until recently there were no road markings along any section of this road.

Everyone approached in the Lionsdene to date (22 have signed a petition) said they have trying for years to get these issues addressed, contrary to suggestions residents of the Deneway have not raised concerns.





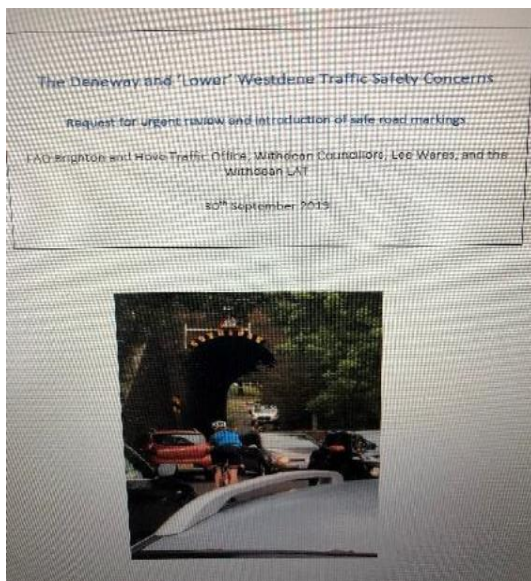
Request for the whole of The Deneway (BN1 8QR and BN1 5AZ) to have safe road markings



Cars parking close to corners of west side forks during lock down (July 2020)



Cars parking obstructing pavements outside the vets during lockdown (July 2020)



Front page of summary and evidence sent to Withdean councillors and the council September 2019 summarising the issues and requesting action.

Also photo illustrating the bridge section, (pavement on one side here and in other sections of the Deneway), and also damage to barriers following an accident.

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#### **PART ONE**

### **31 DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

#### **(3) MADEIRA DRIVE TRADERS OFFER UP COMPROMISE**

- 31.9 The Mayor then invited Mr. Archard as the spokesperson for the third deputation relating to re-opening of Madeira Drive to address the council.
- 31.10 Mr. Archard thanked the Mayor and stated that the deputation intended to support the notice of motion that has been brought by Councillor Wares. It represented the views of the local businesses and the Brighton Tourism Alliance all of whom supported the re-opening of the road to enable businesses to operate and attempt to avoid financial ruin as a result of the pandemic and decision to close the road to traffic. It had deterred people from coming to the area as tourists could not drive and there were no public transport links. The traders wanted to work with the Council to improve the area, but they needed support and to be able to operate to ensure the local economy could thrive. He noted that there were problems with access for disabled users and that the lack of parking facilities meant people were not coming to the beach and thereby visiting the local businesses etc. He agreed that there was a need to encourage people to exercise and to provide a safe environment for this but there was also a need to support those businesses that had supported the area for some time and kept the area going all year round. He hoped that the council would reconsider the decision to close the whole of the road.
- 31.11 Councillor West thanked the Mayor and Mr. Archard for bringing the deputation to the meeting. He stated that he appreciated the impact that the pandemic had had on local businesses and was aware of the effect it was having on the local economy as city that relied on visitors etc. He noted the Government's desire for local authorities to take action to open up roads for recreational use and that the pandemic was not over as yet. The Environment, transport & Sustainability Committee had agreed to closure, and this was being kept under review and changes had been made recently to improve access for disabled users. There was a need to balance everyone's needs and he welcomed further discussions with business users and residents to attract footfall to the area and to consider how matters could be taken forward.

31.12 The Mayor thanked Mr. Archard for joining the meeting and presenting his deputation and noted that it would be referred to the Environment, Transport & Sustainability Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.