

## APPENDIX C

### ETRO-10-2021 Full Summary of Unedited Responses

Number	Support / Object	Comments provided	Officer Comments
1	Support	<p>I support the proposal to install a lightly segregated 4.25m two-way cycle track on the southern half of the carriageway. While the two tie-ins at either end are sub-par I'd assume those sections will be improved upon during the Valley Gardens Phase 3 and Black Rocks works in due course.</p> <p>One concern that I do have is with the current Toucan crossing near the pier. Firstly will it remain as a Toucan, or reduced to a Puffin since there will be no right to cycle on either pavement once this scheme happens? I'd hope that it will be made into a Puffin to ensure that cyclists know that they are unable to use either footway. Its hard to tell from the drawing, but I am also assuming that the cycle bypass for the lights going Eastbound will be removed?</p> <p>Second of all at the crossing the drawings show give way for the cycle track instead of just a stop line on its own? Is this correct? Also are the signal heads facing westbound going to be replaced with ones with a cycle aspect, and will any additional low level signal heads going be installed for cycles, especially those going Eastbound?</p>	<p>Thank you for your comments the two 'tie-in points' will be considered as part of future schemes.</p>
2	Object	<p>I couldn't believe my eyes when I walked to the seafront the other day; gridlock on Madeira Drive, and this was April. I have now seen this every time I have been there. I cannot imagine what it will be like in the summer. The pollution, noise and traffic was unbelievable and honestly the seafront will be ruined if this continues. The one way system is crazy and leads to tailbacks along the entire of Madeira Drive. This is not sustainable and not Brighton. Please please please don't ruin our seafront.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
3	Object	<p>The traffic along Madeira since the new road system was introduced has been crazy. The pollution and volume of cars is absolutely horrible and is ruining Madeira. Previously this was a peaceful and pedestrian friendly area, now it is the opposite. A one way traffic system does not work here and the funnelling of cars in from the roundabout is crazy. The new layout does not work. Please give us back our seafront.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>

4	Support	<p>Any proposal to reduce car traffic on the seafront is welcome. This is a recreational area and should be used as such, healthy forms of transport should be encouraged and safety should be top priority. The current single lane for cars is a step in the right direction but it is dangerous to cross the roads and cars drive far too quickly. Please please close this for cars (by all means make the odd exception for traditional motor events but remember we live in the 21st century now!) . Our children will thank you.</p> <p>Lots of popular seaside resorts now operate park and ride schemes to cope with visitor influx and imagine how we could lead the way!</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>
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5	Object	<p>This is a very confusing consultation as we were told the alterations to Madeira Drive were done under TRO - 17 -2020 yet THIS 'consultation' is under another TRO number so WHAT does this mean?</p> <p>And where are the BEFORE and AFTER plans so citizens can actually see what is proposed?</p> <p>Judging from disabled driver feedback so far Madeira Drive has now become anything but "safer and more inclusive", which ironically was BHCC's excuse for undertaking all these expensive, unsolicited and unnecessary works to Madeira Drive.</p> <p>We have also received feedback that the new Madeira Drive layout is failing in its "safer and more inclusive" remit in other ways.</p> <p>Insufficient drop-off space for coaches and only one full length and one small coach at a time can park to alight and disembark visitors in Madeira Drive</p> <p>The parking spaces have been slanted the wrong way round so that rather than driving straight into them drivers have to drive past them and then back up into the single line of moving traffic behind them, which means drivers behind, who may be unfamiliar with the city/not have previously encountered this anomaly, need to anticipate this difficulty to give parking vehicles sufficient space to back up.</p> <p>Motorbike and scooter parking provision has been decimated (both user groups spend a lot of time and money in Madeira Drive) and the ramp for scooters and motorbikes has been shortened, making it more hazardous to navigate.</p> <p>Lack of suitable delivery unloading and taxi drop off spaces to serve Madeira Drive businesses.</p> <p>There is mounting concern that the Speed Trials (held on Madeira Drive since 1895) will no longer be possible under the new layout, along with other motoring events, which bring vital £millions into the local economy.</p> <p>Emergency vehicles cannot easily access Madeira Drive with only one single carriageway remaining if there should be any vehicular breakdowns or other</p>	<p>For the first set of government funding (Emergency Active Travel Fund Tranche 1) Local Authorities had just 8 weeks to fully deliver schemes. This has meant that the usual consultation processes associated with standard scheme delivery have been unachievable for these emergency temporary measures. The Council has mitigated the impacts of this limited opportunity for consultation by ensuring that all schemes have been introduced using the Experimental Traffic Regulation Order (ETRO) process, which enables ongoing consultation post implementation. Experimental orders have to be advertised as an intention for 7 days and can stay in force for a period of a maximum of 18 months to trial a scheme. There is a 6-month objection period from the start of the order. ETRO-17-2020 was advertised from 31 July 2020 and came into force on 7 August 2020. The deadline for comments for the ETRO was initially 7 February 2021.</p> <p>Consultation must take place through the Experimental Traffic Regulation Order (ETRO) process, whereby people can submit their comments during a formal notice period and following on going consultation and specifically in response to concerns from Blue Badge holders ETRO-17a-2020 allowed Blue Badge holders to access the existing Blue Badge parking bays improved access to the seafront for Blue Badge holders by opening up access to the Black Rock car park and some limited disabled parking close to the closure point. ETRO-17a-2020 Madeira Drive Amendment to above ETRO-17-2020 was advertised 28th August 2020 and came into force on 4th September 2020. Following the making of this amendment the deadline for ETRO-17-2020 and ETRO-17a-2020 for submitting comments was extended to 4 March 2021.</p>
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	<p>emergencies.</p> <p>The works to Madeira Drive started on 22nd February 2021, yet the consultation for the Experimental Traffic Order they were executed under did not end until 4th March 2021 for public objections to be lodged. Nor were before and after plans provided to go with the Order to facilitate meaningful public consultation, so it was clear what the final layout would look like. We believe these two factors render this (and any subsequent consultations) 'sham' consultations.</p> <p>It is worth noting that Experimental Traffic Orders are supposed to be classed as "temporary" in case they don't work out, yet no date range has been given on TRO-17-2020 to indicate when this "experiment" is supposed to end or be reviewed.</p> <p>We believe this "experimental" traffic order is already proving a failure in its encroaching EXCLUSION of many of the user groups/stakeholders it needs to serve and Madeira Drive should be returned to a two-way carriageway as it was before the first lockdown without further delay so that these users (economically essential to our city) are not marginalised any further and no further events and customer income is lost to the city. Moreover reducing Madeira Drive to one ill-devised lane will cause congestion, not solve it.</p> <p>Half of the original Drive width was already given over to cyclists and walkers some years ago and is as wide as any other area of the promenade/seafront for their use, so there is no discrimination towards THEM and zero justification to make their part of Madeira Drive any wider than the rest of the seafront. It is possible to visit Madeira Drive on any given day and see that the previous layout is NOT oversubscribed by walkers and cyclists, even when sunny. Furthermore when Madeira Terraces is restored that will unlock substantial additional space for pedestrian use on the other side of Madeira Drive including re-opening a full walkway above with spectacular sea vista views.</p> <p>We would ask BHCC to reverse ETO - 17-2020 and any further orders such as this one and return Madeira Drive to its pre-2020 layout as soon as possible as it is already clear it is not working and the contractors are still on-site with another month of ruining this prime location of city income generation to go.</p> <p>This city is going to need every penny of tourist and visitor income it can get post-</p>	<p>Following comments received under ETRO-17-2020 and ETRO-17a-2020 alongside considerable engagement with businesses, disability groups and other key stakeholders further improvements were implemented under ETRO-10-2021. ETRO-10-2021 was advertised on 1 April 2021 and came into force on 29 May 2021. The deadline for comments was 29 November 2021. The notice was advertised in the Brighton Argus on the advertised date and plans and the ETRO was available to view online. ETRO-10-2021 almost doubled the number of Blue Badge parking bays compared with the pre-closure number, provided a two way segregated cycle facility and opened up the busy footway for pedestrians only. Parking rationalisation, pedestrian crossings points, improved public realm for businesses including extending the loading bay area. Madeira Drive continues to be available for organised events.</p>
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6	Object	<p>The traffic management is confusing Shared access is too congested Cars should be removed from the area Parking should be in the OTW on centre carpark And the seafront should be a leisure area for residents and visitors Lockdown showed how succesful the removal of cars was Speacial events should be Irebooked and continue to enhance tha area</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
7	Support	<p>Madeira Drive road redesign from the roundabout at the pier to Duke's Mound exit.</p>	

8	Support	<p>However I feel strongly that dukes mound should become one way and the one way system should extend to black rock</p> <p>The project is mostly pointless if cyclists cannot connect safely with the marina or access Marine parade and thereby joining up with kemptown and the rest the city in safety</p> <p>It's a missed opportunity</p> <p>Do I presume Also that the speed limit will remain at 30 miles per hour on Dukes mound</p> <p>It should be 15 mph max and obviouskt just going up it .</p> <p>As I see it - it's a token attempt at creating an active travel network</p>	As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021. Duke's Mount to Black Rock is not related to the status ETRO-10-2021.
9	Object	I find what you are doing to my hometown is not acceptable . You quote what you are doing to all projects in btn is for the people . Wrong ... you do not speak for me and I've lived here for 64 years	Not relevant
10	Object	<p>Madeira Drive Traffic Road Order TRO-10-2021)</p> <p>I understand that comments originally closed on 14th March 2021 &amp; have now reopened - please could you confirm, however, that you commenced works on 28th February 2021 (16 days earlier)?</p> <p>Please would you also confirm that all such orders are meant to be reversible if they are unpopular or don't work out?</p>	<p>There is a 6-month objection period from the start of the order. ETRO-17-2020 was advertised from 31 July 2020 and came into force on 7 August 2020. The deadline for comments for the ETRO was initially 7 February 2021.</p> <p>Consultation must take place through the Experimental Traffic Regulation Order (ETRO) process, whereby people can submit their comments during a formal notice period and following on going consultation and specifically in response to concerns from Blue Badge holders ETRO-17a-2020 allowed Blue Badge holders to access the existing Blue Badge parking bays improved access to the seafront for Blue Badge holders by opening up access to the Black Rock car park and some limited disabled parking close to the closure point. ETRO-17a-2020 Madeira Drive Amendment to above ETRO-17-2020 was advertised 28th August 2020 and came into force on 4th September 2020. Following the making of this amendment the deadline for ETRO-17-2020</p>

			<p>and ETRO-17a-2020 for submitting comments was extended to 4 March 2021.</p> <p>Following comments received under ETRO-17-2020 and ETRO-17a-2020 alongside considerable engagement with businesses, disability groups and other key stakeholders further improvements were implemented under ETRO-10-2021. ETRO-10-2021 was advertised on 1 April 2021 and came into force on 29 May 2021. The deadline for comments was 29 November 2021. The notice was advertised in the Brighton Argus on the advertised date and plans and the ETRO was available to view online.</p>
11	Support	<p>Having more space for walking and cycling on Madeira Drive has made it a much nicer place to spend time. Businesses don't seem to have been affected at all - Bison Beach Bar and Yellow Wave consistently do a roaring trade - and it's one step closer to making this desperately unloved section of the beachfront a place that people want to actually spend time. It would be even better if it could be completely pedestrianised (obviously with access for disabled parking and deliveries/loading) so that the residents of East Brighton could have a lovely outdoor seafront area like Hove Lawns to enjoy.</p> <p>There are a lot of loud and dissenting voices on this change on Facebook, but bear in mind that's only one platform that does tend towards a certain demographic. There are many more people that enjoy this change.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
12	Object	<p>There is very limited space for pedestrians and increased car use along Madeira Drive. A bike lane is great as long as there is space for pedestrians too. However, Madeira Drive will be now occupied by cars and the pavement is very narrow, especially in front of the Sea Lanes business complex. Bikers should stop and dismount there, to allow safe use of this limited space, or more space should be provided, instead of parking facilities, for people to walk safely.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining one-way eastbound traffic.</p>
13	Object	<p>pedestrian walkway relatively thin, particularly around sealanes and beach bar would rather no motor vehicle access loads of room given over to parking and cycling but not for pedestrians crossing road hazardous</p>	<p>26 car spaces would need to be removed to widen footway and additional funding to create the wider footway. This section is part of the speed trials route and therefore any buildout would mean speed trial events could not continue. Future redesign of the area may be proposed as part of the Madeira Terraces Restoration and Eastern Seafront renovation project.</p>

<p>14</p>	<p>Object</p>	<p>I used to frequent Madeira Drive regularly either by bike or on foot to go to Luna Yoga and to meet friends at Bison Bar - when they have both been able to open. Since the recent changes, opening it back up to general traffic, I won't go anywhere near it for from what I have seen on the Madeira Drive FB page, it is an absolute disaster area: clogged with traffic and when not clogged - cars speeding excessively - have you seen the footage?</p> <p>I am stunned that whoever planned this, thought that people arriving in cars - ie families, children, buggies - carrying everything needed for a trip to the beach - would be safe crossing a road and a 2-way cycle lane before reaching the pavement. It beggars belief that it was designed this way and then agreement reached to implement it. If you must acquiesce to the petrol heads, would it not have made a whole lot more sense to have put the parking on the pavement side - with access from the other end - ie from East to West?</p> <p>If some pedestrian crossings with lights aren't put in urgently, I am terrified that a horrific accident is now inevitable.</p> <p>Either way I have now cancelled my monthly membership to Luna Yoga, resulting in loss of income for them and will no longer go anywhere near Madeira Drive. It was wonderful when it was car-free and heartbreaking to see the mess it's in now.</p> <p>Finally - I believe 100% that it should be open for blue badge holders and to coaches bringing in visitors - but closed to general traffic.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>
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15	Object	<p>Madeira Drive is too congested. A line of cars builds up from Aquarium roundabout all the way along, looking for and waiting for parking places. It looks horrendous. Is this really the vision for our carbon neutral city?</p> <p>Now there is no passing room, cars have to wait for each car to park; some take a lot longer than others!</p> <p>It's very unpleasant for cyclists and pedestrians passing the choking car fumes caused by standing traffic with engines running. The whole area resembles a chaotic car park. It was much improved when cars were banned during lockdown but if you are allowing cars, it needs some sort of traffic management, eg signage to let drivers know when parking is full.</p> <p>What about a smart parking system for the whole city eg signs or an app to let drivers know where spaces are? Or just ban cars, except disabled access, completely on Madeira drive. It's great that Madeira drive is becoming more and more popular but having cars spoils it completely. Madeira drive was very busy with walkers, cyclists, skaters, joggers, families. When it was closed to vehicles. We don't need bloody cars choking up the area and polluting the air! So disappointing!!!!!!</p> <p>How can the road down to Madeira drive still be 30pmh? Cars go way too fast up and down there and there's no safe crossing place at the bottom. It's really dangerous.</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>
16	Object	<p>This re-design is creating chaos and ruining the atmosphere on Madeira Drive. I've been using the facilities around Sea Lanes for the last 8 or 9 years. It used to be a really peaceful stretch away from the hubbub of the pier, a spot for locals. Now it's jammed with cars trying to park, causing long waits and long tailbacks and frustrated drivers. Others are just stopping in the middle to offload people and picnics while they head off desperately looking for a parking space. I have given up trying to drive to Yellowwave at weekends, I now cycle (which is just as stressful frankly). This bank holiday weekend I was cycling West on the new green cycle lane when a car came in through the barriers and drove right at me having failed to be able to park and getting blocked by other cars. I had to jump off my bike and get out of the way. Pedestrians are just randomly wandering across the cycle lane and completely ignoring the red crossing areas. The whole area stinks of petrol fumes and barbeque fumes and has become extremely noisy. It is not peaceful, idyllic or picturesque. It is over-crowded and full of bad tempered users desperately trying to navigate their way round. It is trying to be all things to all people and failing</p>	<p>The current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for local businesses whilst retaining a one-way eastbound traffic lane. As part of the scheme a reduction in speed from 30mph to 20mph was implemented under TRO-11-2021.</p>

		<p>everyone. Probaly not the same TRO but I also noticed loads of the cycle lane barriers on the main Esplanade had been taken out and left in the gutter, leaving me feeling very vulnerable to frustrated car drivers. Was anyone from the Council even down there at the weekend in an observation capacity? People will not stop arriving by car so please try to think more laterally to come up with solutions. Putting everyone into lanes on Madeira Drive really isn't the answer practically or aesthetically. It now looks a complete mess.</p>	
17	Object	<p>The old cycle lane along Madeira Drive has not been removed ( as promised by BHC) resulting in even less space for pedestrians to walk safely, as cyclists, scooter riders and skateboarders are now using both the existing cycle lane and the newly opened E/W cycle lane.</p>	<p>Not relevant to the TRO. However existing cycle lane has been removed.</p>
18	Support	<p>Madeira Drive road changes. My preference is for No traffic on Madeira drive except for deliveries and essential and disabled vehicles. But I support this halfway proposal as it is still a big improvement.</p> <p>Hundreds of thousands of tons of plastic vehicle pollution from tyres and brakes end up in the seas from seaside roads around the world and this should be a planning consideration. Closing one road completely is just a small stepping stone in the right direction and I hope to see more of this in the future. The car lobby is a progressively small but loud minority that should not dictate council decisions. Those decisions should be driven by needs and environmental facts.</p> <p>Madeira drive was closed to traffic completely during the first pandemic lockdown and it worked very well. The road was used by more people for exercise and they didn't need to constantly look over their shoulders for on coming traffic.</p>	<p>Full road closure was implemented with significant objections regarding access and accessibility.</p>

19	Support	<p>I'm responding on behalf of Bricycles. We've already submitted a response in favour of this TRO, before the cycle track was open, but would like to submit another now that the track is open.</p> <ul style="list-style-type: none"> <li>- The width and surface of the track is good, and it provides a smooth experience</li> <li>- By Bison Bar, the pavement is far too narrow, which means that pedestrians have no option but to walk on the cycle track. This is dangerous for everyone. We would recommend removing parking at this point, in order to widen the pavement and still accommodate the cycle lane, which would have to curve around a widened pavement.</li> <li>- We've seen motorbikes and mopeds using the cycle track on busy days. This is extremely dangerous and a way needs to be found to stop it from happening (dividers such as planters, for example). The same happens with cars turning onto the cycle track to manoeuvre.</li> <li>- There's a lot of illegal parking, particularly by the cycle track, just to the east of Concorde 2. People sometimes park cars between wands, which reduces space for cycling and makes it dangerous.</li> <li>- The wands are not particularly stable, and can easily be dislodged when nudged by cars.</li> <li>- There's a lot of pointless queueing of cars, for very few spaces. We'd recommend putting a 'Parking Full' sign at the entry to Madeira Drive, or removing all parking on this stretch except disabled parking. This would reduce the volume of traffic, improve air quality and provide a safer environment.</li> </ul>	Officer notes comments and will be reconsidered should future funds become available.
20	Object	It is turning Madeira Drive into one long traffic jam creating pollution along the Drive . The substantial loss of parking spaces will put huge pressure on the surrounding streets .	Over 75% P&D bays have been retained and Blue Badge bays almost doubled.
21	Object	The parking charges are too high but what is difficult is the fact that it is one way. I look for a parking space at sealanes and if there are none, I have to literally drive round in circles by going back onto marine parade, back to the pier and look all over again and repeat as necessary until I find a space - maybe driving for 20 mins - I cannot walk easily at the moment and my only exercise is swimming as it is non weight bearing!	The scheme retained over 75% of pay and display parking, increased the loading bay capacity by 8 meters and gained 13 disabled bays.
22	Support	It makes good sense to allocate more of the road to cyclists but it should be with raised kerbs to ensure safety of cyclists from motorised traffic crossing into cycle path.	Officer notes comments and will be reconsidered should future funds become available.

<p>23</p>	<p>Object</p>	<p>With such a wide cycle Lane now cars have to drive into the cycle lane to reverse into the parking spot. As you have made it one way you should have designed the parking bays so you can just drive straight into an empty bay and then reverse out. I nearly got knocked of my bike on Monday due to a car driving into the cycle Lane to reverse back into a space.</p>	<p>Research suggests that when the vehicles are parked in echelon formation this can have an influence on the speed at which people choose to drive. Echelon bays have also been arranged so that drivers are encouraged to reverse into them. This is safer than reversing out, when visibility might be restricted by adjacent parked vehicles.</p>
<p>24</p>	<p>Support</p>	<p>I think Madeira Drive is a much nicer place to use since the new traffic system has been put in place. I cycle and walk down the seafront on a regular basis and enjoy the experience. I think it may need further tweaking to make sure it meets the needs of the most. But there needs to be systems in place to ensure that drivers do not use the green cycle lane to get out of a line of traffic. I have been driven at by cars using the cycle lane to drive westward to escape a traffic jam, this has resulted in me taking evasive action to save me from being knocked off my bike.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
<p>25</p>	<p>Object</p>	<p>I object to the proposal as it has been implemented temporarily on the grounds that appropriate consideration was not given by the council to the safety requirements for the Brighton Speed Trials historic annual motorsports event.</p> <p>Works associated with cycle lanes and crossings as examples need to take into account the requirements of safety of motorcycles participating in the annual event, inclusive of the type of finishes that are applied to the road surfaces, e.g. painted cycle lanes the pedestrian crossings.</p> <p>A petition in support of the annual Speed Trials event was signed by tens of thousands of residents of the city. It is unreasonable because of oversights in the manner in which the experimental scheme has been temporarily implemented that it sabotages the event.</p> <p>The ACU (Auto-Cycle Union) inspected the track in 2021 and decided that on the grounds of safety, a track certificate and permit could not be issued. The council needs to liaise with the ACU as a stakeholder.</p> <p>The council described the scheme as ensuring "a space for everyone". The Speed Trials event for cars and motorcycles has been using the space for almost 120 year, has provided pleasure to hundreds of thousands of participants and specatators and is a feature tourist attraction. The council needs to ensure the event can continue for motorcycles.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

26	Support	I am a cyclist and have enjoyed using the new cycle lane and lack of traffic on Madeira Drive, but we need the Arches to be repaired ASAP so pedestrians can fully utilise the area and also help bring footfall to businesses.	the Arches is not relevant to ETRO-10-2021 but the council have initialatied the Arches renovation project. See our council website for more details.
27	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country.<a href="https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive.</p>	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
28	Object	The changes on Madeira drive are great but what is needed is for more Motorcycle Parking and security. Visit frequently but starting to be put off by lack of the above.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
29	Object	More and secure parking needed for two wheeled vehicles	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.

30	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country. <a href="https://wiki.mag-uk.org/.../b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/.../b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
31	Object	<p>There is inadequate provision for motorbike and scooter parking. The parking available is not secure and we have a major problem with mc theft in the city. Use of motorbikes and scooters should be encouraged to reduce congestion and improve air quality in the city. This proposal does nothing to support this.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
32	Object	<p>I regularly ride into Brighton on my low impact, green, transport, scooter/bike, and as part of a joined up thinking transport policy it amazes me that you do the minimum.</p> <p>What is needed is more parking areas for bikes, security in the shape of anchor points etc. the provisions proposed and supplied are so woefully poor for a City that claims to want to encourage a greener transport policy that should be encouraging bikes.</p> <p>Don't miss this chance, more please.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
33	Object	<p>The parking for motorcycles is now so limited, that visiting Brighton is now not really viable. As many scooters were stolen over August Bank Holiday, it highlights the lack of secure bike parking.</p> <p>Other towns that appreciate visitors appears a better option now.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for</p>

		Shame, as I like to visit the town, and my many relatives / friends who live in Brighton and Hove.	motorcycle parking or offering dedicated secure parking for 7 motorcycles.
34	Object	We need motorcycle access and secure parking please.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
35	Object	Madeira Drive has been the traditional finishing point for many events. To close it would remove this facility to the detriment of Brighton by discouraging visitors	Not relevant. Madeira Drive continues to be available for organised events.
36	Object	The motorcycle and scooter parking should be improved along Madeira Drive along with greater security. As a frequent visitor the security and parking is a particular issue.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.

37	Object	<p>The current situation falls way below that of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up far less parking space per unit than cars.</p> <p>The only Lack of Motorcycle Parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What Lack of Motorcycle Parking there isn't secure.</p> <p>Sussex in common with much of the South-East has a huge motorcycle theft problem. Sussex is currently the fourth worst performing police force out of the whole country.</p> <p><a href="https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars.</p> <p>If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking. This has been recognised by Oxfordshire County Council in their latest draft proposal.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
38	Object	<p>Reject the TRO and wording to consider/adapt: The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country.<a href="https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

39	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country. <a href="https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Data from insurance companies shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>When bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
40	Object	<p>The motorcycle and scooter parking along Madeira Drive could be improved we need to have more and better parking for this area.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
41	Object	<p>Terrible idea</p>	<p>Not relevant</p>
42	Object	<p>current situation falls short of meeting the needs of motorcycle and scooter riders despite them being a congestion solution and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive should be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide opportunities for security. Sussex has a huge motorcycle theft problem and is the fourth worst performing force in the country.</p> <p><a href="https://wiki.maguk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.maguk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about a modal shift from cars for environmental and congestion reasons, then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

		This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive	
43	Object	I find it difficult to park in Brighton so when possible I use my motorcycle which I feel is more appropriate than a car for either single occupancy or if I have a pillion as it is more environmentally friendly.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
44	Object	The council needs to consider the needs of motorbike and scooter users, providing dedicated and the ability to secure bikes to fixed points will encourage local users and out of town users to make use of facilities. Motorbikes and scooters have there part to play in traffic reduction etc. But without secure parking etc then the risk is a move towards 4 wheels away from 2.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
45	Object	There is little consideration for those travelling on two wheels. There is very little secure parking for motorcycles/scooters who should be encouraged to reduce congestion.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.

46	Object	Not enough Lack of Motorcycle Parking.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
47	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only mc parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What mc parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country. <a href="https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive</p>	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
48	Object	Motorcycle and scooter parking should be improved and make more secure.	Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.
49	Object	Not enough parking	The scheme retained 77% of pay and display parking, increased the loading bay capacity by 8 meters and gained 13 disabled bays.

50	Object	<p>The current situation falls well short of meeting the needs of motorcycle and scooter riders despite them being congestion busting and taking up less parking space per unit than cars.</p> <p>The only m/c parking bay along the drive could be bigger and there is no bay at all at the Dukes Mount end of the road.</p> <p>What m/c parking there is, does not provide security. Sussex has a huge motorcycle theft problem and is currently the fourth worst performing force out of the whole country.</p> <p>Ref : <a href="https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf">https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf</a></p> <p>Insurance company data shows that over 50% of riders who have their bikes stolen go on to buy cars. If we are serious about modal shift from cars then motorcycles and scooters need to be seen as part of the solution alongside cycling and walking.</p> <p>This summer has demonstrated that when bike and scooter events are held then the authorities need to work with promoters and local business to ensure adequate provision and safety for all users of Madeira Drive.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
51	Object	<p>There is insufficient parking for two wheeled vehicles on Madeiara Drive , the parking near the cafes which existed before the inclusion of disabled parking bays was adequate to host a variety of bikes including easier access for the majority of elderly or disabled riders . The parking also brought more business to the local cafes and that's a fact .</p> <p>I would like to see more parking in both the Volks end and at the social hub area that is Yellow Wave , also please consider safer parking as far as the new Black Rock development . Thankyou</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>

52	Object	<p>From my perspective as a local motorcyclist, I object to this proposal on the grounds that it has a negative impact on the safety of myself and other motorcyclists - both residents and visitors.</p> <ol style="list-style-type: none"> <li>1. The solid colored red paint used on Madeira drive is not safe for motorcycling over - and is positively dangerous in wet conditions, and unlike legal pedestrian crossing, there is no way for a motorcyclist to avoiding the paint, risking serious injury in ice-like conditions. This is just as valid for cyclist safety, and should never have been implemented. Backing this complaint are the ACU's reasons for refusing to grant a track certificate for motorcycle use for the 2021 Speed Trials.</li> <li>2. Although the Plan view shows Lack of Motorcycle Parking, no mention of it is made in the TRO itself.</li> <li>3. There is no mention of security for Lack of Motorcycle Parking (anchor points) - a missed opportunity to take a lead on reducing a crime which already has a significant impact in the city.</li> </ol> <p>Additionally, the current changes are discriminatory to the disabled as follows:</p> <ol style="list-style-type: none"> <li>1. The use of red/green road painting is not differentiable by people suffering from deuteranopia. (Red-green color blindness is the most common type of color deficiency. Also known as deuteranopia.). Colour blind pedestrians have no way of differentiating between crossings and the cycle lane.</li> <li>2. Moving parking into a position separated from the pavement by the cycle lane means elderly and disabled people are put in the path of cyclists when leaving/entering their vehicles. An obvious and very real danger, not offset by the amount of additional disabled parking provided by the scheme.</li> </ol> <p>For car drivers, the scheme does not locate ticket machines in proximity to crossings, encouraging unsafe crossing and increasing risk.</p>	<p>ETRO-10-2021 clearly states the amendments to motorcycle parking in Part 6.1.</p> <p>The officer notes motorcycle parking security and as part of a review of the scheme we will look to at offering dedicated secure parking for 7 motorcycles.</p> <p>The use of coloured paint is not related to the status of ETRO-10-2021, paint colours are chosen using best practice guidelines.</p> <p>Previous parking on the northern side of Madeira Drive meant that pedestrians would be crossing two lanes of traffic moving east/west with a 30mph speed limit. The scheme has implemented 2 informal crossing points and reduced the speed to 20mph.</p> <p>Officer notes comments regarding ticket machines and will be reconsidered should future funds become available.</p>
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53	Object	<p>The proposal does not provide for suitable parking spaces for motorcycles, which evidence shows are part of the solution for beating congestion and reducing emissions, whilst being part of a mixed transport economy. As a healthcare worker, I have used a motorcycle in the Brighton area to commute between places of work for nearly 30 years, seeing a powered two wheeler as a more flexible yet less polluting (double mpg of a car) and congestion reducing form of transport. Continued access to free on street parking across the city is essential.</p> <p>In anticipation of environmentally aware Brighton residents like myself switching from Internal Combustion Engine powered motorcycles and being early adopters of affordable electric motorcycles costing several thousand pounds (versus EV cars being well beyond what I or the average person can afford, being tens of thousands of pounds), Lack of Motorcycle Parking areas should necessarily include charging points and should consider security of the parked powered two wheelers. The problem of stolen motorcycles drives people towards car ownership, thus increasing congestion and possibly pollution.</p>	<p>Motorcycle bays have reduced alongside parking provision for all modes of transport with the exception of disabled parking bays. Initial parking surveys show existing parking bays are utilised but not over capacity however as part of a review of the scheme we will look to extend the area available for motorcycle parking or offering dedicated secure parking for 7 motorcycles.</p>
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54	Support	<p>Overall I support this Traffic Restriction Order in relation to the new road layout and introduction of an on-carriageway two-way cycle track &amp; one-way order for general motor traffic.</p> <p>Since the re-designation of the road space has been carried out, there has been a clear increase in those cycling, including a diverse range of people using both the Brighton hire bikes &amp; their own bicycles. This is an important route for both leisure &amp; utility as it provides a seamless connection between the Marina and the City Centre.</p> <p>However there are some things that are wrong with it.</p> <p>The electric vehicle charging point removed in section 10.1. The charger is still present on the pavement, and whilst has been removed by the order (and markings), it may encourage some people to park upto the redundant infrastructure. Could the order be amended to designate a few of the other parking spots to Electric vehicles only (May stay 3 hours, no return 4 hours), and to relocate/remove the current EV charger.</p> <p>Also there has been a handful of instances where HVGs and Vans have stopped to load/unload within the cycle lane, despite loading bays being provided on the opposite side of the road, usually within a stone throw away. Could additional enforcement of this be carried out or additional wands placed along the side of the cycle lane to discourage this blocking of the cycle lane. When I've questioned those stopped in the cycle lane, I've been told they have been granted permission to do so by the council. I imagine this is bogus claims however.</p> <p>Another concern I have is the legal status of the cycle lane. Is it a one-way street with a cycle contraflow or a one-way street &amp; a two-way cycle lane? The order is written as if it is the latter, however physically it is the former which legally may make it confusing and non-enforceable. Could the order be inspected by an independent body to ensure it is fully legally compliant.</p> <p>Additionally some issues with the lane which may not be directly related to this TRO but as part of this scheme.</p> <p>The Toucan crossing near the pier should no longer be a toucan crossing since cycle rights on both sides of the road have been extinguished, in addition the signals on this crossing are really dim &amp; lack LLCS. However I imagine that the VG phase 3 works will remove this crossing in the coming years.</p> <p>Also the new signals at Dukes mound, both top and bottom lack LLCS, and therefor advance starts for bicycles.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p> <p>Legal advice was sought regarding the status of the cycle lane and can confirm that as the cycle lane is a distinct part of the carriageway the ETRO accurately describes the situation on the ground.</p>
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55	Support	<p>As a resident of Queens Park ward which includes most of the scheme, I strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people. It has made a huge difference to both residents and visitors who want to travel actively along the seafront. It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <ol style="list-style-type: none"> <li>1. The orange wands at around 20m intervals are unsightly and easily damaged. They should be replaced with more robust protection at more frequent intervals, ideally continuous or at least every 5m. A combination wand and stick down kerb should be used, preferably black with reflective bands.</li> <li>2. The footway surface is damaged where the former cycle lane was planed off. This should be repaired. The opportunity could be taken to add a linear artwork eg a wavy blue line, using thermoplastic.</li> <li>3. The footway outside Yellowwave/Bison Bar remains narrow. This should be widened with space taken from the other side of the road (replacing some echelon parking with parallel loading bays which are needed for service vehicles which currently stop in the cycle lane)</li> <li>4. Clearer signs for the echelon parking should be provided to ensure that all drivers reverse into the bays</li> </ol>	Officer notes comments and will be reconsidered should future funds become available.
56	Support	<p>As a local business we strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people. It has made a huge difference to both residents and visitors who want to travel actively.</p> <p>We would also like to see the orange wands replaced with better long-term physical measures, ideally a continuous kerb.</p>	Officer notes comments and will be reconsidered should future funds become available.
57	Support	<p>The separation of cyclists and pedestrians is a huge improvement and limiting motor traffic to one direction has helped to reduce vehicle speeds. Ideally, during the summer, the road should only be open on weekdays, to prevent selfish drivers blocking the road while they wait for parking spaces. It should only be accessible to disabled drivers at weekends.</p>	Officer notes comments requesting full road closure however believes the current scheme strikes a balance by meeting DfT Active Travel Fund requirements by reallocating road space to people walking and cycling, increasing the number of disabled bays, improving loading bay facilities for

			local businesses whilst retaining one-way eastbound traffic.
58	Support	<p>TRO-10-2021 ETRO Madeira Drive</p> <p>I support this proposal fully. It has transformed Madeira Drive - it has retained the space and safety that we found when it was fully traffic-free. I also notice a massive win for pedestrians who now have the whole raised area to amble around safely. This has made it really good for everyone. Meanwhile, the cycle lane is wide enough to be able to overtake/be overtaken, and to ride alongside children, or a companion, which is really essential in this sociable space that is as much a destination in itself as a route.</p> <p>In making it permanent, please can a little attention be given to a few minor details such as the wand type?</p> <p>I can't wait for the rest of the seafront area - noted, must be in the top 10 miles of urban seafront in the country - to be improved to a similar standard, with superb space for people.</p>	Officer notes comments and will be reconsidered should future funds become available.
59	Support	I much prefer going down to this part of the beach with my children now that there are fewer cars than there used to be. It's made me much more aware of the playgrounds, bars etc along this stretch and it's an altogether more pleasant experience visiting them.	Officer notes comments and will be reconsidered should future funds become available.

<p>60</p>	<p>Support</p>	<p>These wide, clearly-marked cycle lanes are an example of the standard we should be aiming at across the city. They're flat, well-surfaced and consistent, and their width allows people to easily cycle together, which is essential for families with younger children and for disabled people.</p> <p>We responded to the survey when it opened but would like to respond again, now it's been open for several months.</p> <p>The following improvements should be made:</p> <ul style="list-style-type: none"><li>- The wands are often knocked out or fall out. This sometimes leads to motor vehicles being driven or parked along the cycle lane. More robust separation is needed so that people feel safer when cycling.</li><li>- There are often huge queues of cars parking on sunny days, and under these conditions, motorbikes and even cars use the cycle lane to get round parking or queuing cars. Measures should be taken to mitigate this. An increase in parking charges may help deter people from queuing even when most spaces are full.</li><li>- The pavement between Bison Bar and Yellow wave is much too narrow. On busy days, pedestrians spill into the cycle lane, which is dangerous for everyone.</li><li>- On a separate but linked issue, but car racing still takes place between Duke's Mound and Black Rock, mostly on weekend evenings. This is incredibly dangerous and needs to be stopped.</li></ul>	<p>Officer notes comments and will be reconsidered should future funds become available. The area between Duke's Mound and Black Rock is not relevant to ETRO-10-2021.</p>
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<p>61</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none"><li>- As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</li><li>- Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</li><li>- Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</li><li>- It has helped those who can travel actively to access this area far more easily.</li><li>- The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</li><li>- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</li><li>- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</li><li>- I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</li></ul>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>62</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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63	Support	<p>I strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <ol style="list-style-type: none"><li>1. The footway surface is damaged where the former cycle lane was planed off. This should be repaired. The opportunity could be taken to add a linear artwork eg a wavy blue line, using thermoplastic.</li><li>2. The footway outside Yellowwave/Bison Bar remains narrow. This should be widened with space taken from the other side of the road (replacing some echelon parking with parallel loading bays which are needed for service vehicles which currently stop in the cycle lane)</li></ol>	Officer notes comments and will be reconsidered should future funds become available.
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<p>64</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>65</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none"><li>- As a Pedal People charity cycle pilot I have travelled this new route regularly. As a local resident with teenage children I also use this and the wider cycle lanes throughout our town. I recognise the importance of having wide accessible travel corridors to make cycling a safe and enjoyable experience. It also encourages my children to use their bikes allowing greater independence and thoughtful when it comes to sustainability.</li><li>- Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</li><li>- Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</li><li>- It has helped those who can travel actively to access this area far more easily.</li><li>- The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</li><li>- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</li><li>- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</li></ul>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>- I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>66</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>67</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one-way for cars, the pavements for pedestrians only and the wider two-way cycle lane in place on Madeira Drive.</p> <p>There are many reasons for my support:</p> <p>As a regular urban cyclist (and non-driver) who uses their bike as their main form of transport, as a Pedal People charity cycle pilot, a member of Bricycles and a CyclingUK cycling advocacy volunteer for Brighton and Hove I travel this route at least twice per week: the changes have made the road safer and slower for motorised vehicles (and thus safer for pedestrians and cyclists who need to cross it); the pavement safer for pedestrians and wheelers/scooters (who no longer have to engage with cyclists); and the cycle lane immensely safer and more pleasurable for cyclists of all kinds (conventional bikes, children and learners, those using adapted bikes, cargo bikes and e-bikes).</p> <p>Vulnerable and disabled people have better, safer access to the entire length of Madeira Drive and beach, and improved access to the Marina and on to the Undercliff.</p> <p>It has made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily, giving faster access east as far as Saltdean.</p> <p>The doubled number of disabled bays is excellent for all blue badge drivers. This will be essential when vulnerable and disabled people are being driven to the Pedal People Accessible Cycle Hub at Dukes Mound from Jan 2022, giving them access to safe cycling from Saltdean to Hove Lagoon (and onto Carat's cafe on the quiet port roads), and into the town via Valley Gardens.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and vulnerable individuals to inclusive cycling and walking areas, Changing Places toilets and the new disabled accessible board walk from Yellowave to Black Rock.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily.</p> <p>It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>Taken together, Madeira Drive, the improvements to Black Rock and Dukes Mound, Valley Gardens and the links to the enlarged cycle lane to Hove Lagoon, will make Brighton and Hove one of the best providers in the country of an active travel and leisure network capable of providing vulnerable and disabled people with inclusive and integrated access.</p> <p>It also prepares the city, its residents and visitors for a future when the Madeira Drive arches are once again in use, and providing new leisure and retail opportunities.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <p>Resident and visitor drivers need to know that Madeira Drive will be slow going, with queueing and limited parking in good weather. Highly visible and informative static signage and digital displays at key access points need to detail the number of currently available parking spaces (standard and disabled). (Indeed, we need more and more detailed such digital displays on the outskirts of the city, directing visiting drivers to the most available parking and in the long term encouraging visitors to come by public transport.)</p> <p>Standards set here to be applied wherever physically possible in other areas of the city, such as from the Volks workshops to the Marina and from the Palace Pier to the Peace Statue.</p>	
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<p>68</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only, and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none"><li>- As a cyclist I travel this new route regularly and observe the joy and accessibility of all ages able to ride together and more safely. It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</li><li>- It has significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</li><li>- It has made a huge difference to both residents and visitors who want to walk, wheel, or cycle in a safer environment with less pollution and reduced speed and the threat of cars.</li><li>- It has helped those who can travel actively to access this area far more easily.</li><li>- The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</li><li>- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible boardwalk along from Yellowwave to Black Rock too.</li><li>- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the seafront including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily.</li></ul> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However, I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build-up of queuing traffic while residents and visitors further adjust and can self-manage their plans accordingly.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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Further, join up from Dukes Mound and from Pier Roundabout for a similar width and standard of the cycle lane.

<p>69</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ul style="list-style-type: none"> <li>- As a local regular sea swimmer I have used this new route regularly and find the dedicated space given to cyclists much easier to navigate and safer for cyclists and pedestrians than the previous layout.</li> <li>- Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</li> <li>- Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</li> <li>- The doubled number of disabled bays is essential to ensuring accessibility of the area.</li> <li>- The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</li> <li>- This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</li> </ul> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <ul style="list-style-type: none"> <li>- A more robust physical protection at more frequent intervals on the cycle lane.</li> <li>- Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</li> <li>- Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</li> </ul>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>70</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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71	Support	<p>My 2 children and I are regular cyclists. We use Madeira drive to access the undercliff and while open, to visit the Sea Lanes facilities. Quiet, accessible cycle lanes make all the difference to our safety and our ability to access the marina and beyond. It helps me to teach and encourage my kids to be safe cyclists who won't have to rely on cars to get around.</p>	

<p>72</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>75</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>Pedal People charity cycle pilots travel this new route regularly. I travel this route in my personal time and have observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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76	Support	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive. As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p>	Officer notes comments and will be reconsidered should future funds become available.
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		<p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>77</p>	<p>Support</p>	<p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>78</p>	<p>Support</p>	<p>I absolutely support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>My reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and think it is great that people are able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p> <p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>79</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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80	Support	<p>I strongly support the proposal which has made Madeira Drive safer and much more attractive for pedestrians.</p> <p>It would be a further improvement to see the following changes to the current scheme:</p> <ul style="list-style-type: none"> <li>• The pavement outside the Bison Bar / Yellowwave is still too narrow and should be widened.</li> <li>• The pavement surface is uneven where the cycle lane markings have been removed, and that should be repaired so it is flatter and safer.</li> </ul> <p>Thanks.</p>	Officer notes comments and will be reconsidered should future funds become available.
81	Support	<p>The proposal is excellent for everybody because it makes Madeira Drive a safer and and more attractive place to ride a bicycle and use the pavement, whether as a pedestrian or user of a wheelchair or a mobility scooter.</p> <p>Taking car parking away from the southern kerb means that, once more, it gives people on foot, on bicycle, in wheelchairs and mobility scooters a clear view of the sea.</p> <p>In other words, it is utterly in line with promoting active travel, in a location that is significant for the city - beside the sea. It benefits visitors and residents alike.</p>	

<p>82</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Thank you</p>	
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<p>83</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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<p>84</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely. I also ride with Brighton Mitre Cycle Club (BMCC) it is much safer for our groups.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community –</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
85	Support	<p>The wider separated cycle lane is much safer than getting mixed up with pedestrians, many of whose wandered into the old cycle lane. The new arrangement works very well.</p>	

<p>86</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way system, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the freedom and accessibility for all ages able to ride together and doing so more safely.</p> <p>It has significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>It's made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>However I would like to see the following changes to the detail of the scheme:</p> <p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p> <p>Thank you.</p>	
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<p>87</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <p>I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>88</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons:</p> <ol style="list-style-type: none"><li>1. As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</li><li>2. Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</li><li>3. Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</li><li>4. It has helped those who can travel actively to access this area far more easily.</li><li>5. The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</li><li>6. The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</li><li>7. This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</li><li>8. I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</li></ol> <p>However I would like to see the following changes to the detail of the scheme: A more robust physical protection at more frequent intervals on the cycle lane. Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
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<p>89</p>	<p>Support</p>	<p>I strongly support the proposal to keep the one way in place, the footways for pedestrians only and the wider cycle lane of Madeira Drive.</p> <p>Reasons: As a Pedal People charity cycle pilot I have travelled this new route regularly as well as in my personal time and observed the joy and accessibility of all ages able to ride together and more safely.</p> <p>Significantly improved provision for people of all ages and abilities for cycling and walking along Madeira Drive, especially all ages of disabled people.</p> <p>Made a huge difference to both residents and visitors who want to walk, wheel or cycle in a safer environment with less pollution and reduced speed and threat of cars.</p> <p>It has helped those who can travel actively to access this area far more easily.</p> <p>The doubled number of disabled bays is excellent and essential given the Pedal People Accessible Cycle Hub will be at Dukes Mound from Jan 2022.</p> <p>The wider inclusive cycle lane (by its width and separation) is also key to enabling more access for families and individuals to inclusive cycling and walking areas – as to date once at Dukes Mound you are a mile from a Changing Places toilet but from Summer 2022 (sea lanes) this will be vastly improved and ties in with the new disabled accessible board walk along from Yellowwave to Black Rock too.</p> <p>This wider, more segregated lane is vital in encouraging more disabled people and those living with health challenges to access active travel, along with areas of the sea front including Madeira Drive and especially the undercliff – to date almost inaccessible for most disabled people due to the limitation of not being able to access with adaptive cycles easily (these It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars.</p> <p>I very much want to see this continue for the benefit of the whole community – when places are more accessible they are better for everyone and this increases equality and quality of life.</p> <p>However I would like to see the following changes to the detail of the scheme:</p>	<p>Officer notes comments and will be reconsidered should future funds become available.</p>
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		<p>A more robust physical protection at more frequent intervals on the cycle lane.</p> <p>Digital displays at key access points detailing the number of parking spaces (standard) and (disabled only) displayed to prevent build up of queuing traffic while residents and visitors further adjust and can self manage their plans accordingly.</p> <p>Further join up from Dukes Mound and from Pier Roundabout for a similar width and standard of cycle lane.</p>	
90	Support	I support this proposal as it encourages active travel and reduces the amount of traffic on Madeira Drive, making it a more pleasant public space. In the long term it needs to be considered in the wider context of the restoration of Madeira Terrace and the regeneration of the eastern seafront.	
91	Support	Madeira Drive is now a lovely place for people who want to walk or use wheelchairs or ride bicycles. The changes have also improved the air quality and have made it feel safer. And it is great to be able to see the sea while walking, wheeling and riding. It is so good that cyclists have their own paths because	

		pavement users aren't squeezed into narrow spaces or made to feel worried by close passing bicycles anymore. It now feels like a seaside city.	
92	Support	<p>Pollution free, safe cycle travel has become So popular in Brighton. Both the residents with leisure and commuting and for visitors with the hugely successful hi scheme.</p> <p>The way the lanes will benefit the increased variety of cycles that can safely use the lanes, be at the charities, residence, all the cycle deliveries.</p> <p>And with the current Climate crisis we have to make big brave changes to our everyday behaviour. We have no choice. Well, we have only one reasonable choice.</p>	
93	Support	It's made cycling and walking much safer along the seafront.	
94	Support	<p>I strongly support the proposal which has significantly improved provision for people cycling and walking along Madeira Drive, including disabled people. It has made a huge difference to both residents and visitors who want to travel actively. It also improves the public realm of Madeira Drive since sea views are no longer obstructed by parked cars. However I would like to see the following changes to the detail of the scheme:</p> <ol style="list-style-type: none"> <li>1. The orange wands at around 20m intervals are unsightly and easily damaged. They should be replaced with more robust physical protection at more frequent intervals, ideally continuous or at least every 5m. A combination wand and stick down kerb should be used if this needs to be removable, preferably black with reflective bands.</li> <li>2. The footway surface is damaged where the former cycle lane was planed off. This should be repaired. The opportunity could be taken to add a linear artwork eg a wavy blue line, using thermoplastic.</li> <li>3. The footway outside Yellowwave/Bison Bar remains narrow. This should be widened with space taken from the other side of the road (replacing some echelon parking with parallel loading bays which are needed for service vehicles which currently stop in the cycle lane)</li> <li>4. Clearer signs for the echelon parking should be provided to ensure that all drivers reverse into the bays</li> </ol>	Officer notes comments and will be reconsidered should future funds become available.