

Brighton & Hove City Council

Cabinet

Agenda Item 42(c)

Subject: Deputations from members of the public

Date of meeting: Thursday, 17 September 2026

A period of not more than fifteen minutes shall be allowed at each Cabinet meeting for the hearing of deputations from members of the public. Notification of 3 Deputation(s) have been received. The spokesperson is entitled to speak for 5 minutes.

1. **Buckingham Street Public Realm & Traffic Improvement Proposal**

Supported by:

Harriet Eaton-Gruenfeld

Gus O'Shaughnessy

Fred Wassener

Bethany Fieldhouse

Reeshi Patel

Mark Jukes

Peter Kendrew

Philip Wardle

Summary of Deputation:

This deputation asks Cabinet to support progressing a small-scale public realm and traffic improvement scheme for Buckingham Street and to refer it to Transport and Highways officers for a feasibility assessment.

For over a year, Buckingham Street has been completely closed at one end due to the major construction works opposite The Edinburgh Pub. While extremely disruptive to residents and local businesses, this has demonstrated that the street can function successfully without through-traffic. Residents retain access and surrounding streets have accommodated diverted traffic.

Rather than simply returning Buckingham Street to its previous two-way arrangement when the works finish, I believe there is an opportunity to create a quieter, safer and greener street.

The proposal is to explore making Buckingham Street one-way, retaining access for residents, deliveries, refuse collection and emergency vehicles, while creating a small public realm and managed seating area at the Upper Gloucester Road end.

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Two options are proposed: a removable decking platform or a localised widening of the existing pavement. The pavement option was suggested by a resident during initial consultation and could provide more pedestrian space, easier removal of street furniture, less maintenance and greater flexibility for emergency and servicing access. Importantly, no existing parking bays would be lost. The area outside the pub is currently a single yellow line and nearby disabled parking would remain unaffected.

The wider aim is to improve pedestrian safety, reduce unnecessary through-traffic, introduce planting and potentially trees, and help regenerate Buckingham Street following a prolonged period of construction disruption. The proposal has already evolved through local engagement. Councillor Sue Shanks has visited the site and was positive about the concept, including suggesting possible tree planting, while consultation with residents led directly to the pavement-widening alternative.

The Edinburgh would benefit from additional outdoor seating, but this is only one element of the proposal. Any hospitality use would be seated, supervised and carefully managed. There is also precedent: during Covid, the Council permitted temporary outdoor seating in substantially the same part of Buckingham Street which was very successful.

I would also ask the Council to explore whether appropriate developer contributions or other funding associated with development in the area could help fund the improvements, putting some investment back into the community that has experienced the disruption.

I am asking Cabinet to support progressing this proposal to the next stage and to refer it to Transport and Highways officers for a feasibility assessment of the one-way arrangement and public realm improvements. If feasible, I ask that officers advise on the route to implementation.

2. **Brighton and Hove Buses Deputation to Cabinet meeting regarding Red Routes**

Supported by:

Victoria Garcia
Matthew Ashton
Nick Hill
Ben Garcia
Dimitri Bridgland
Vicky Doyle

Summary of Deputation:

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I understand that some people, including disabled motorists and Blue Badge holders, have concerns about the introduction of red routes, particularly where parking close to shops, health services and other destinations is important to their independence.

Those concerns are valid and should be carefully considered. Accessible parking, suitable drop-off locations and ongoing engagement with disabled people are all essential to ensuring everyone can continue to travel confidently.

Disabled people are not a single group with identical transport needs. Some depend on accessible parking and others depend on accessible, reliable bus services. Good transport policy should seek to support both.

Accessibility therefore must also include the many disabled people who rely on buses. Brighton & Hove City Council estimates that around 7,000 disabled residents hold concessionary bus passes and use bus services to travel safely and independently.

For many disabled people and other passengers with access needs, the bus is not simply an alternative to driving, it is their primary means of travelling independently.

When vehicles stop where they should not, buses may be unable to pull fully into the stop. This can increase the gap between the bus and kerb, making boarding more difficult or impossible for some passengers, including wheelchair users and passengers with sight loss or limited mobility.

Red routes help tackle these issues by keeping bus corridors clear and allowing services to operate more reliably and safely. They can improve access to bus stops, reduce delays and help ensure buses are able to pull up close to the kerb, making boarding and alighting easier for all passengers.

The evidence from existing red routes in Brighton & Hove is encouraging. The council reports improved bus reliability and an 85.7% reduction in reported bus passenger injury incidents in the monitored London Road and Lewes Road areas following their introduction.

The conversation should not be framed as a choice between supporting disabled motorists or supporting bus passengers. Both matter. The aim should be to ensure appropriate provision for disabled drivers whilst also recognising the vital role that reliable, accessible bus services play in enabling thousands of disabled people to access work, education, healthcare and social opportunities.

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When designed alongside appropriate disabled parking, drop-off facilities and ongoing engagement with affected communities, red routes can help create a transport network that is safer, more reliable and more accessible. They support the independence of thousands of people who rely on buses every day, including many disabled residents.

3. **Brighton Buswatch - Speech In Support Of The Planned Red Route Along Western Road.**

Supported by:

Nigel Perkins
Peter Elvidge
Alec Horner
Graham Mulliner
Suzie Kitson
Stephen Thomas
David Nash

Summary of Deputation:

When any red route is first proposed, there is often a considerable amount of opposition. Then, once a red route has been in operation for a while, it is generally accepted that traffic flow has improved, illegal parking has been substantially reduced and air quality has also improved. The Red Routes along both the Lewes and London roads now seem to be working well with no significant adverse effects on local businesses. They have clearly marked areas for loading, unloading and also disabled parking. Bus services along these routes have also become more reliable due to the improved traffic flow.

I recently conducted a survey of the current conditions along this section of Western Road on a normal weekday morning. I noted that while walking from the junctions at Montpelier Road to Holland Road that 14 vehicles had been illegally parked. Some of these were seen doing 3 point U turns when leaving. I also noted that it is mainly the 10 or so shops selling food who most need space for regular deliveries of stock. Almost half of the other businesses are Cafes, Pubs/Bars, Estate Agents, Restaurants/Takeaways, Hair/Beauty Salons & Vape Shops who are all less dependent on space for regular deliveries.

During the daytime on weekdays, around 46 buses per hour on 11 different routes pass each way along this part of Western Road, equivalent to one bus each way every 78 seconds. We understand that buses now take 15% longer from Hove to reach Churchill Square than they did 10 years ago. Making all

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these bus services more reliable with the red route should almost certainly have a positive impact across many parts of the city.

We believe the planned red route is essential to back up other measures aimed at encouraging more bus travel, such as, the £2.00 fare cap from next January. Money spent in recent years on Bus Service Improvements could be wasted should this scheme not go ahead.

