

APPENDIX A

ETRO-17-2020 & ETRO-17a-2020 Full Summary of Unedited Responses

Number	Support / Object	Comments provided	Officer Response
1	Object	Traffic is already To congested and the added parking and road space eases this.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated. Madeira Drive will continue to be available for organised events.
2	Object	What is the point in having a changing places facility if you then restrict access to it by moving the Blue Badge ways 3/4 mile away from the original bays that provided easy and quick access - this is restrictive and discriminatory. The original Blue bays where the only easy access for disabled families and visitors with easy access to the Brighton Promenade, Sea Life Centre, Brighton Palace Pier etc.	This response is now superseded as Blue Badge Bays reinstated and the number of Blue Badge Bay parking bays almost doubled.
3	Object	I object to the banning of cars from Madeira Drive. There is sufficient designated safe space already for pedestrians and cyclists. Quite frankly this proposal is absurd when cars are still permitted during shopping hours in roads such as George Street.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated.
4	Object	Should be kept open for the benefit of the businesses located there, for the parking revenue and the coach parking. If the arches were renovated and the walkway reopened that would provide ample extra area for exercise.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated.
5	Object	It is unnecessary!!	Not relevant

6	Object	<p>There is no reason to close Madeira Drive. It is not generally used as a through road and no emissions tests or scientific evidence have shown it to be particularly polluting compared to other roads in the city.</p> <p>The Drive brings in vital parking, business and event revenue for Brighton & Hove City. Millions of pounds are being lost to the city through its closure.</p> <p>37 local traders will close down unless Madeira Drive is reopened.</p> <p>The closure of Madeira Drive threatens the restoration of the iconic Madeira Terrace, just as funding has been raised to restore the first 31 arches. This restoration will in turn release pedestrian and commercial space currently locked off for safety reasons.</p> <p>Madeira Drive has been home to vintage motoring events since 1905 and plays a nationally important role in motor transport history. It has been home to Mods and Rockers for nearly 60 years and is their regular hang out and destination as well as venue for events.</p> <p>Madeira Drive has featured in many films including the famous Quadrophenia. Madeira Drive provides coach parking which services Brighton and Hove hotels. Madeira Drive has a charging station for electric cars - currently unable to access it to re-charge!</p> <p>Two fires have occurred in Madeira Drive in the last week as dereliction of the Drive takes hold.</p> <p>The walkers and cyclists it was 'temporarily' turned over to are not even using the road, as daily photographs prove. They are sticking to their cycle path and wide walkway on the seafront side.</p> <p>All 37 traders are on rent strike and are set to sue the council if Madeira Drive is not reopened.</p> <p>Two events hosts are set to sue the council owing to cancellation without notice. A Disability rights group is preparing to sue the council for disability discrimination. There is now a council petition totalling more than 10,500 signatures of Madeira Drive user groups demanding for the road to be reopened.</p> <p>Madeira Drive was never lawfully closed, offering no public notice or consultation prior to its closure.</p> <p>If the closure was 'temporary' why the hesitation about reopening Madeira Drive, now lockdown is effectively over?</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays reinstated.</p> <p>Blue Badge Bays reinstated with the number of Blue Badge Bay parking bays almost doubled and Madeira Drive continues to be available for organised events.</p>
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7	Object	<p>My reason is keep MADERIA drive open if you close it you will lose millions of £ like you already have. You have not taken in to consideration of the traders livelihood. Tourist need access fact disabled people need acces fact.coatches need access fact. The history of MADERIA drive goes back a long way . The vintage cars the bikers the mods who have there event along there every year ete you just want to throw all that away because you want to make it a better place a greener place. To much at stake to do that the cyclist and walkers have enough places to walk and exercise. They have the game the downs you are looking to build for the future what about the past that means so much to people. DO Not close MADERIA drive think of all the people that have voted to reopen MADERIA drive nearly 11,000 people compared to 3,500 who want it closed. So there is you're answer let the people decide...</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound with pay and display parking bays and coach bays reinstated.</p>
8	Object	<p>Madeira Drive should be kept open to all traffic there is more than enough pavement space along the promenade for pedestrians and I believe Brighton already has more than enough cycle lanes at this present time! Madeira Drive has a lot of motorsport in history and brings in many tourists who spend their money in the town and with the local traders and this clearly would not be the case if it was to be permanently closed</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.</p>
9	Object	<p>All new measures in this proposal are restrictive to trade and economic prosperity. Businesses will suffer and growth will stop. There's little or no benefit to this proposal. It's understood that Brighton's economic growth is to be stunted by the Council. Because of these actions investors are leaving your City. Theses people bring long term jobs not short term profits and that's obviously what you're about.</p>	<p>The Madeira Drive traders have been consulted throughout the ETRO and footway has been widened allowing extra space for seating for customers.</p>
10	Object	<p>I do not support any proposal that restricts the use of Madeira drive for any classes of user, furthermore Madeira drive is a historic location for many events in brighton</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge</p>

			holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
11	Object	The closure of Madeira Drive	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
12	Object	I feel this will kill Brighton as with all the cycle lanes going in everywhere this is stopping people visiting as they will be stuck in traffic also Madeira drive has been the place to go for decades to see events that are out on to pull in the crowds ! This will do the opposite as people will have such a rubbish time to get into our City they won't come back !!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
13	Object	I have a badge , and am now not allowed to park and walk on the pier , as I have done for years , I cannot manage the walk from the allocated black rock carpark , on Madiera drive , and have now lost lovely disabled parking all over the city , not everyone can jog or cycle	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled
14	Object	This is a valued historic front that has valuable parking for the see front and visitors and residents of Brighton I'm a business owner with a van that finds it difficult to park t the best of times with all restrictions, driving and parking is very important in this once great city	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and

			coach bays have been reinstated and Madeira Drive continues to be available for organised events.
15	Object	You will kill my new Shop on Madeira Drive. We need tourists on a beach shop. My shops mod related. I need scooters. You promised to have a vote and then pushed it through without. Very sneaky. I voted Green. I expected more. We will be like Ramsgate in 10 years. I love Brighton. I was born here. Your killing it.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.
16	Object	Removing the parking on Maderia Drive without making sure that there are alternatives available will significantly decrease visitor numbers to the city. There needs to be a robust, complete, and actioned plan in place to replace this lost amenity in the city. Moreover, petitions to the council have already made it absolutely clear that this is an action which the majority of Brighton residents do not support.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.

<p>17</p>	<p>Object</p>	<p>The coach and car parking in Madeira Drive are essential for the city. We rely on tourism, people need to get here easily and park easily or they will go elsewhere. Madeira Drive has plenty of room already for walking and cycling and cars and coaches you don't need to close it to cars but the city does need the visitors. We are being told not house Public transport and COVID19 isn't going away so for people who visit parking is essential. Many surrounding areas don't have access to good Public Transport and people carry stuff with them for the beach when they come. You can't do that on Public transport. You've increased the parking charges in the city and you are still complaining about lack of money from parking so why close the parking spaces. Many many people arrive on coaches and get dropped off at the seafront for the day. Where are you having those coaches park now?</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
<p>18</p>	<p>Object</p>	<p>Without a valid park and ride scheme. This closure just pushes congestion and traffic into Kemp Town. It is becoming ever harder to pull out of junctions as there are so many trade vehicles/ taxis parked on double yellows. There is nowhere to park for residents.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
<p>19</p>	<p>Object</p>	<p>Why are you making the disabled bays further away when they need to be as close as possible for additional needs children/adults. Life is difficult enough and you are making it harder for additional needs people to enjoy the freedom of a multidiverse Brighton.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>

20	Object	<p>1 Closing off Madeira Drive to traffic reduces the number of tourists and visitors to the beachfront, and will therefore negatively impact business revenues of the businesses there (and in other parts of the city).</p> <p>2 Reduced business revenues means reduced taxes, council revenues etc</p> <p>3 Madeira Drive is a destination, not a thoroughfare. Brighton is a tourist city, if you eliminate a major destination you will reduce the number of tourists coming here.</p> <p>4 There is very little footfall along Madeira Drive, in spite of the closure, come winter it will be next to nothing.</p> <p>5 The cost of stewards is a waste of resources.</p> <p>6 There will be a rent strike, and the council's revenues will take a hit.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
21	Object	<p>We need this one access for parking and visitors to our economy</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
22	Object	<p>Unreasonable, No need at all to close Madeira drive to traffic and parking. Has been iconic through the years. Cyclists and pedestrians still have plenty of room so this move is totally irrelevant.</p> <p>Brighton is becoming inaccessible to everyone who doesn't live immediately within walking distance of the town.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>

23	Object	<p>I want to retain this area for motor vehicles, to allow access and events to be held in this area.</p> <p>The removal of motor vehicles will kill businesses in Madeira Drive.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.</p>
24	Object	<p>This is a wide road bounded by the beach. Prohibiting vehicles to make it safer for cyclists and pedestrians is nonsense. If you cannot see that closing this road to vehicles will gridlock Brighton, when major tourism returns (especially after the ill thought out VG Phase 3 is implemented) and increase pollution in the city, you have no place in local office.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated</p>
25	Object	<p>Complaint against this dirty tricks Madeira Drive experimental traffic order which is set to come into force on 7th AUGUST and request it be SUSPENDED until after 14th August!</p> <p>This also applies against the conduct of BHCC's Head of Traffic Management Andrew Westwood in proposing this unfair order to take force ahead of the Reopen Madeira Drive petition discussion with full council on 14th August (which is only on 14th August because it was postponed from 26th July).</p> <p>Absolutely disgusting behavior considering it's not what the majority want!</p>	
26	Object	<p>There is no provision for Blue Badge Holders and I cannot access the beach or other places around the city</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>

27	Object	<p>This order is being brought in BEFORE a special meeting of Brighton & Hove City Council has had the opportunity to debate the closure of Madeira Drive on 13 August. It should, at the very least, not be considered until that debate, which may well order the reopening of Madeira Drive, has taken place.</p> <p>Moreover, there is no justification for a continued closure of Madeira Drive. It is a destination of huge significance to Mods and Rockers, who need access to it on their motorised scooters and motorbikes.</p> <p>Moreover, the traders on Madeira Drive need their business and are currently on rent strike because of the closure. The Experimental Order would also breach the terms of their leases, leading to legal action by the traders against the Council. If Madeira Drive remains closed, many of these traders would go out of business, at a time when, ironically, the Council is pledging to help local businesses.</p> <p>Tourists need the parking on Madeira Drive which brings in around £1.25million a year in revenue to the Council. The Council cannot afford to lose this revenue and the income from the traders, pay for stewards and pointless legal fees combating legal action by traders.</p> <p>Furthermore, the Council recently decided that revenue from parking on Madeira Drive would go towards the cost of restoring Madeira Terraces. This revenue stream needs to start flowing, and the Terraces, which are crumbling before our very eyes, must be restored without further delay.</p> <p>Disabled people also say that the closure has made lives more difficult. And Madeira Drive is not even being well used by cyclists and runners, most of whom prefer the pavement and cycle path they had use of before the closure.</p> <p>Much of the time, Madeira Drive looks pretty empty.</p> <p>In conclusion, the Council would be showing a wanton failure to wisely manage its resources if the Experimental Order was made. It would lose millions of pounds in</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses.</p> <p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Madeira Drive continues to be available for organised events.</p>
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		<p>revenue, cost jobs on Madeira Drive, discriminate against some interest groups such as Mods and motorcyclists in favour of others - and discard the objections of more than 10,500 people who have signed a petition to immediately reopen Madeira Drive.</p> <p>This Experimental Order is undemocratic and a waste of public resource. It must not take place.</p>	
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28	Object	<p>Parking bays and access to Maderia Drive. I have a severely disabled daughter and I am myself disabled. We cannot access the seafront anymore with lack of parking for WAVS and then cannot access The Changing Places Toilet facility. I do not believe the needs of the disabled community have been taken into consideration whatsoever</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>
29	Object	<p>It has been one of the biggest draws for visitors to Brighton and made the town famous for the motoring events held there throughout the year. Hoteliers, bar owners and local shopkeepers will be adversely affected just when they need to be seeing returning visitors who will no doubt find another town more sympathetic to holding these events, Eastbourne has already started doing in and you will see a huge amount of your annual revenue going East!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Madeira Drive continues to be available for organised events</p>
30	Object	<p>As a Blue Badge holder I am not happy with the provisions proposed as they do not take into consideration of the varying needs of disabled people. We need access that able bodied people take for granted.</p> <p>This discriminates against disabled people of this city, we are not all tourists we live here.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Blue Badge Bays have been reinstated with the number of Blue Badge Bay parking bays almost doubled</p>
31	Object	<p>Madeira Drive experimental traffic order which is set to come into force on 7th AUGUST should be suspended until after 13th August when the review takes place</p> <p>BHCC's Head of Traffic Management Andrew Westwood should not be proposing this unfair order to take force ahead of the Reopen Madeira Drive petition discussion with full council on 13th August (which is only on 13th August because it was postponed from 26th July).</p> <p>The Council are being very underhand in their methods by postponing the review but implementing changes prior to the discussion.</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses.</p> <p>Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a</p>

			shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.
32	Object	<p>In the current climate, the Council should be doing everything in their power to boost the local economy and it's own coffers.</p> <p>Closing the road is dogma driven and undemocratic.</p> <p>The Council should take a holistic view of what the individuals/businesses need.</p> <p>Full consultation should take place, not undemocratic dictats from faceless and unaccountable individuals in the Council</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Madeira Drive continues to be available for organised events</p>
33	Object	<p>We need the parking bays. Not only for the disabled but also for the coaches and other visitors to Brighton. The revenue collected from the parking is needed to repair roads and hopefully also repair the terraces. Whilst I appreciate cyclists need cycle lanes and pedestrians need space to walk Madeira drive is a very wide road and there is room for all.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

<p>34</p>	<p>Object</p>	<p>i fully object to this proposal: the supporting rational shows a disproportionate solution to a minimal-existing problem (covid) now and previously.</p> <p>In the event the works are approved, I ask that the marshaled access route be moved further west such that the barrier be at the west end of the steps and that the west end steps/stairs be opened and a up/down system be implemented in the hours (if at all.)</p> <p>The hours 8am-8pm are disproportionate with no explanation. If at all, the hours should be 9.30am - 5pm. It should be marshaled at BOTH ends.</p> <p>I may add further objections and details later.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
<p>35</p>	<p>Object</p>	<p>Nothing further should be done until after the planned meeting. It will be a waste of money as after the meeting it all may need to change.</p> <p>Or is this your way of making a TRO a permanent one.</p> <p>This is a reprehensible action to take now.</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses</p>
<p>36</p>	<p>Object</p>	<p>Marshal at the Pier roundabout too needed</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city</p>

37	Object	This should be postponed until after the discussion on 14th August re the petition to reopen the road to all users, or is that going to be a fait accompli? Also I'm concerned about the loss of access to the disabled bays near the Pier which actually open up more of the promenade to the less able of our community. There is not enough allowance given to access for the less able and losing spaces further along the westward direction of the coast road makes it even more imperative to keep the bays by the Pier available for use - and probably even increasing the number there are there to make the area fully inclusive rather than discriminatory.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
38	Object	The proposal should be allowed to come in until the council meeting on 13th August where the Open Madeira Drive petition will be discussed. This feels very underhand and not in the interests of the people of Brighton. Very disappointing.	An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses. This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.
39	Object	This proposal is discriminatory to disabled adults and children who want to use the beach and playgrounds etc. It at least needs to not be put in place until after 14th August when it will be discussed at (a postponed) full council meeting. DISABLED PEOPLE MATTER!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.

40	Object	There is less and less blue badge parking and the relocation takes you away from the disabled changing toilets and need to be accessible to the beach front ,there has been no consultation on disabled parking and it's disappearing fast!,local disabled residents are unable to access their own town and seafront	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
41	Object	My wife and I have been coming to Brighton for over 40 years at least 6 times a year and feel that the maderia drive closure will have a negative impact on the traders in the area, as my wife is now disabled and has a lot of trouble walking very far I feel that to remove the parking in the area both general and blue badge would discourage some people from visiting the area due to the distance from the car parks to the sea front	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
42	Object	As a Blue Badge holder, it is becoming more and more difficult to access areas I should have free access to. Proposals such as this take nothing into account for those of limited mobility/range.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
43	Object	open the drive	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.

44	Object	There is more than enough space for pedestrians along there and by moving the disabled parking you are making it harder for disabled people to use this city we all know you don't care you just want it full of students but you need to remember some of these will be disabled too	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
45	Object	I object to the closing of Madeira terrace and the removal of the disabled bays making it difficult to park	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
46	Object	Disabled Bay relocation is a terrible idea. Access to Madeira Drive is a necessity for many disabled residents to access the Changing Places facility. This plan has taken no account of our Blue badge holders and their requirements. No consultation or consideration whatsoever. It's disgraceful.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
47	Object	Disabled parking bays must not be removed. Disabled people are already neglected and isolated. This is atrocious, unfair and discrimination.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.

48	Object	<p>After hearing what Brighton are doing to the city again. They have prioritized the circleists in Covid 19 which is amazing but trying to stop other locals who live in Sussex coming in is insane, I live outside of Brighton because I couldn't afford to stay. You seem to spend a lot of money rebuilding things and changing things but you dont really look after your resedents I Brighton + hove.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated.</p>
49	Object	<p>Parking difficulties in kemptown, especially for the hospital.....closing parking in Madera will only decant tragic elsewhere. Madeira is a wide enough road to have tragic and cyclists.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated.</p>
50	Object	<p>I am fully empathetic to the needs of social distancing with Covid and increased cycling.</p> <p>However as a person with a disability, these changes will severely restrict my ability to access the shops, town centre and seafront. Please rethink!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

<p>51</p>	<p>Object</p>	<p>I strongly object this proposal to close Madeira Drive for 18 months, commencing the 7th of August 2020, and possible to become permanent closed for all traffic.</p> <p>I object this proposal for the following reasons:</p> <p>Madeira Drive is for all, a destination attracting visitors not just locals but from all UK and international, popular stop for bus coaches with retired visitors, international language students etc.</p> <p>Madeira Drive is an iconic destination for public events and veteran/ motor events, a popular place for Mc's and Mods to meet up during weekends which generates valuable income for the council.</p> <p>Madeira Drive should be open and provide access/parking for visitors from further away, many families who of can't travel by public transport.</p> <p>Madeira Drive should be open for traffic to boost businesses and popular attractions along the seafront. All the way from the Brighton Palace Pier & Sealife Centre to the Concorde ,Yellow Wave, Beach Box Sauna, Sea Lanes, this including the very popular Volks Railway and other attractions, leisure, health clubs , bars and eateries.</p> <p>Madeira Drive already has very wide cycle & pedestrian area, (i'm a cyclist myself, cycle everyday along Madeira drive, never had any problem with space) so no need to use the carriage way which should be open for traffic all year round (unless closed off for public events).</p> <p>To close Madeira Drive for an experimental period of 18 months, after 3 months of Covid19 lockdown and a very challenging time for all seafront businesses and their staff is irresponsible and will result in further economic and social deprivation in Brighton & Hove.</p> <p>To close off Madeira Drive for 18 months and maybe permanent will not result in</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
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		<p>cleaner air, it will cause traffic jams elsewhere and congested street. Worst scenario, visitors will go to other seaside cities and we will no longer be one of the most popular tourist destination in the UK.</p> <p>To close Madeira Drive for traffic will turn it to a dead backwater, with the iconic Madeira Terraces decaying (urgently need to be restored), and with the risk of attractions and businesses forced to close. It's a very high price to pay for all the residents in Brighton & Hove, increased tax and and reduced social service, etc.</p> <p>Instead, promote electrical cars and more refill stations, improve the B&H bus service , i.e. provide a regular bus service along Madeira Drive during the busy season, April- October.</p> <p>Give blue badge holders full and accessible parking bays near the main attractions (The Palace Pier, Sealife C etc. not as suggested close to Eastern end.</p> <p>Reopen Madeira Drive ASAP.</p>	
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52	Object	<p>More and more cycle paths mean fewer bays for disabled parking.</p> <p>The town is becoming dramatically less accessible to those who need to use the disabled bays.</p> <p>Along with the insanely high priced parking, which penalises people choosing to come to Brighton to shop (which has a MASSIVE knock on effect to trade especially small businesses) and now reducing the accessibility for those unable to use public transport or park further out of town to park in /slightly/ cheaper places, Brighton is moving further and further down the list of places to visit and higher up the list of places to avoid.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
53	Support	TRO's are ace,...not as amazing as banana's but their still ace!	N/A
54	Object	access for permitted vehicles should include tenants of the chalets who all pay NNDR rates	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
55	Object	<p>All very well intentioned but as usual not thought out. Visitors in Brighton used to park on Maderia Drive and walk the prom, have seen many drivers go to the Drive and look very confused. Then try to park in the multi stories in town causing ques into the parking all engines idling causing more pollution. Now with the cycle lane on Hove sea front more parking gone. Visitors will not come to Brighton in future. Also how does the council propose to make up the lost revenue from parking? Since the lock down closure the road area of the Drive has been very much under used, cyclist and pedestrians prefer to use the south paved area with nice views of the beach and sea (who wouldn't) leaving the road almost empty!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>

56	Object	there is more than enough room turned over to pedestrians and cyclists. The road needs to be returned to its pre virus days immediately to assist with the future of Brighton. It is being closed purely for political purposes, and it is directly (ir)responsible for millions of pounds of revenue and jobs lost in the Town. It MUST BE REOPENED IMMEDIATELY	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city
57	Object	I fail to see the merits of this change, it seems that all this will achieve is the further decline of the area and push tourists away. I would like to see my council tax being spent to address the fundamentals first e.g. Refuse, proper recycling, street repair, lighting, policing etc. I don't have an issue with a sensibly applied sustainable agenda but do not want to see a further decline to the town I have grown up in. As a resident I feel pushed away to the point I actually avoid Brighton, as I pay for the privilege of living here via expensive taxes it would be very nice if I actually got to use the facilities rather than have to travel elsewhere! Note that my wife has a seizure condition and we have a 4 year old son, so the proposed changes will have a detrimental impact on our ability to visit/enjoy the city at all. Our options today are to drive in so we have available transport within easy reach if my wife has a seizure or to take a bus in and then be a burden on the NHS/Ambulance service to then take her to hospital (and make our way home hours later) - which is a waste of precious resources in most cases given her particular condition.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
58	Object	Open it up for events cars and motorcycles	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays, motorcycle and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events

59	Object	<p>I am a brighton taxpayer or more than 50 years and am being excluded along with other elderly people who do not live on the flat seafront, from visiting it.</p> <p>The current closure is not giving more room to a minority it is excluding a majority and is immoral on discrimination grounds.</p> <p>Events that take place bring pleasure to thousands and money into the city</p> <p>The revenue from parking and events can be used to help restore the historic arches and terraces and bring back a vibrant part of the city - i would like to be able to visit when this happens.</p> <p>The businesses depend on access which is at present denied. As an artist, i support the wonderful gallery which needs access for those bringing in work and those purchasing. Other businesses also need the trade</p> <p>Cycling is good for those who can do it but a large proportion of the tax paying electorate are not in a position to cycle so their money is being misused. Their views should be taken into account.</p> <p>Many can enjoy walking on the already broad pavement if they can access it but are currently unable to do so. there is plenty of room for all so it is pandering to a few at the expense of the many.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
60	Object	<p>This proposal was initiated at the height of the Covid-19 pandemic in an undemocratic way. No consultation with residents. I object to this because it affects all the people who live in Brighton and visitors who are a prime source of revenue for the TOWN.</p> <p>The losses of revenue from the new parking restrictions in the area have already been published and presumably the council tax payers of the town will have to foot the bill.</p> <p>Come the winter, how many cyclists and walkers will we see?</p> <p>I OBJECT in the strongest of terms.</p>	<p>An Experimental Traffic Regulation Order (ETRO) is a legal document which imposes traffic and parking restrictions. Whilst an ETRO can remain in force for 18 months the benefit of an ETRO is that formal objections are welcome in the first six months of the order and changes to the scheme can be implemented as a result of these responses. This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>

61	Support	<p>I have always supported the events held on Madeira drive, as I know others around the country do.</p> <p>In addition the businesses on Madeira Drive will struggle to survive at all</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
62	Object	<p>This should be left alone as it was allowing the Madeira Drive to be used by everybody and not by Pc minority groups to dictate to all users of the area.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
63	Object	<p>All the proposals seem to be ignoring the stone cold fact that this country sufferes from mainly inclement weather so what happens then ?</p> <p>So all those cyclists jump in there cars and have no where to park and they can't get there anyway because the duel carriage ways are now single lanes because you've turned them into cycle lanes .Let alone the Buisness's that will struggle with this proposal The parking income could have been used for the restoration of the arches !!!!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
64	Object	<p>This area has been a dedicated stop for vehicles for decades, the costs of closure is unwarranted in this climate when resources should be used in areas of real need, not some whim of an idea for more pedestrians or cyclists. My utmost view is the local council have gone mad to ignore the majority view, so please stop! There are far more pressing matters to attend to and already Brighton has more than enough room for pedestrians and clearly road users are being victimised and driven out.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge</p>

			bays have almost doubled. Madeira Drive continues to be available for organised events
65	Object	The effect on the residents of Marine Parade and surrounding side roads up to Eastern Road has been horrific. As people have been unable to park in Madeira Drive they are now parking in all the residential areas mentioned above, often without paying. This has made parking for residents with paid for permits extremely difficult and at times impossible causing residents, often elderly, to have to park considerable distances from their homes. The parking wardens have been almost non existent and so the problem continues to deteriorate.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
66	Object	No	
67	Object	Blue Badge Holders want access to all of Madeira Drive not just two bays at Yellow Wave and Black Rock Car Park, they want to be near the Pier, to be near the (changing places) toilets and businesses at Colonnade that specialise in welcoming disabled customers. They want to do all this without being single out as needing to prove themselves to a steward. So open up the Palace Pier end of Madeira Drive temporarily for the summer season, to traders, blue badge holders and motorbikes . You do this by having a traffic signal saying No Entry No through road except for pedestrians , cyclist , access and Blue badge holders. Close it off with the gate, using the one that is now by Yellow Wave , in the position of the last trading arch (where the blue fence starts) Erect the The same traffic signal saying 'No Entry No through road except for Pedestrians ,cyclist access and Blue Badge holders at the top of Dukes mound and remove the gate that has just been installed . Create a wide marked out two way cycle lane more or less in the middle of the road from the Pier to the Black Rock not on the footpath giving more space for walkers. I would even suggest a jogging lane . Have planters at the entrances/exits to narrow the exit/entrances with a stewards and traffic enforcement officers patrol the area	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke’s Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.

68	Support	I support complete closure of Madeira Drive for the benefit of local residents who need this open space to exercise. It also benefits visitors enjoying the area without traffic pollution and makes it a more pleasant area to support businesses.	
69	Object	The entirety of Madeira Drive should remain COMPLETELY CLOSED to all vehicular traffic. It has been an amazing space for healthy, safe exercise and enjoyment during the lockdown period and should continue to remain so. This change to allow cars near Concorde 2 is very dangerous and is right where the majority of pedestrians spend most of their time - by allowing cars here, you are effectively poisoning them with pollution and noise. I've never generally used Madeira Drive before lockdown purely because of how foul it was as a car park - when the businesses reopened down there and it was still blocked to cars, I and many of my friends and family used the new Sea Lanes area (Bison Beach Bar especially) because it was a refuge from traffic noise and tourists' polluting cars. There isn't much space for parking there anyway, so PLEASE close it back down to traffic and make it completely pedestrianised.	
70	Support	<p>I support the closure of Madeira Drive between the aquarium roundabout and Concorde 2, as it will allow for pedestrians and cyclists to safely use this stretch of road in a socially distanced manner, and to enjoy the businesses along this part of the seafront. Much of the existing pavement alongside the cycle path is too narrow for pedestrians, alongside the various rubbish bins, stalls, business placards, etc that jut out into the pavement.</p> <p>I would also welcome re-closure of the portion of Madeira Drive that has been reopened since 7th August, from Concorde 2 to Black Rock. Pedestrians and cyclists have become accustomed to using this stretch of road during lockdown, and it will be dangerous now to share this space with motor vehicles. I have almost been hit several times during lockdown when cars have driven down this stretch of road, as I was not expecting to see them and they are not considerate of pedestrians and cyclists. There are insufficient off-road pavements for use on the Concorde 2 to Black Rock/Marina part of Madeira drive.</p>	

71	Support	<p>Cars using Madeira Drive make what should be a very, pleasant experience of promenading, too hazardous. Many of them come along there at breakneck speed.</p> <p>The presence of cars deters us from using the seafront frankly especially because we also have to cross King's Esplanade.</p> <p>Evolved cities across the world are reducing the circulation of cars in them. That's part of what intelligent civic uth</p>	
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72	Object	<p>Commuting from Saltdean to Hove used to take me 20 minutes. During traffic takes me double - and thats what these TRO's have done. Worsen traffic.</p> <p>All your TRO proposals are a pile of chutney - especially the one's closing a portion of Madeira Drive and reducing the seafront down by a lane for a new large cycle lane even though there is already a spacious existing one. One of the busiest roundabouts in Brighton that already experiences traffic has now been reduced from 3 lanes down to 2? Ridiculous. Traffic starts well before New Steine now.</p> <p>There's already a spacious cycle lane on Madeira Drive (which you've partially closed to vehicles anyways) and now you're implementing another one? A lot of cyclists don't even follow the rules of the road - will cycle in the road, on the pavement, on the outside or inside weaving between cars even if there is a cycle lane...</p> <p>Main road traffic congestion is worse along the seafront & Old Steine - gridlock bad. Any resident of Brighton who knows the roads will use back street residential roads to avoid the traffic. This increases congestion in quiet residential areas whose residents want to have quiet roads - not extra traffic.</p> <p>Clearly you haven't taken into consideration how this will impact traffic especially with visitors driving into the city and along the seafront. Covid-19 has been used an excuse to just roll out all these new road restrictions without even considering the impact for when residents' daily lives resume to how they were pre-pandemic. Not everyone can continue to work from home, not everyone can get to work by foot or bicycle, not everyone feels safe taking public transport in the middle of a pandemic and not everyone can afford to buy an electric vehicle - especially as we are entering the first recession the UK has experienced in 11 years.</p> <p>Thank you for taking the time to read.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
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73	Object	<p>Frustrated, unnecessary cycle lanes which will not be used through winter months, traffic chaos now which will only worsen come September when all kids back at school and ppl back at work, disability discrimination as no parking for disabled, potential ruin to seafront businesses, tourism will be dead in water, pollution worse as traffic at a standstill all routes around brighton & hove are effected all the way to seaford, the greens and labour only voted in by students not from area and they are single handedly destroying the place I was born and bred and the future of our children, if they even think about congestion charge the majority of brighton will be up in arms and if they think BLM have caused chaos I think the true true brightonians will fight much harder to get them out once and for all, emergency services must be at thier wits ends with stupid orange bollards making impossible to pass in an emergency.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city.</p>
74	Object	<p>Making more and more cycle lanes and cutting out driving lines is making queues and queues and traffic which is creating pollution and making people not want to drive into town to go shopping cinema or eat out</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>
75	Object	<p>Why have we created a space allegedly for the use of pedestrians and cycles. We now have chaos with a mix of delivery vehicles, cycles and pedestrians all mixed with no demarcation. Maybe just putting a cult leader lane in the road and return the rest of the road for cars and events.</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>

76	Object	<p>I am a disabled driver with a blue badge, this means I have limited mobility due to physical and mental health issues. The proposal to prevent access from concorde 2, down to the aquarium means that the entire area including the aquarium, volks cafe and the shops and beach there are inaccessible to me, and probably other disabled drivers. I was extremely distressed when I was due to meet friends for a birthday meal at volks to be told I couldn't access it by car, I am physically unable to walk the distance from where I could have parked, which was completely full up by the way, to where I needed to be. I have to park outside where i am going or within a 20 metre distance. Disabled people need full access to Madeira drive. The measures need to be amended immediately, not reviewed in February . Regards.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
77	Object	<p>I am objecting to the Blue Badge parking bays being relocated to the Yellow Wave centre because they are too far away from the Pier the toilet facilities, Sea life Centre and other attractions.</p> <p>A disabled person has the same rights as an abled bodied person to be able to visit these places and a human right to be able to use the toilet with its changing facilities, simply being able to park there temporarily to use them is not good enough.</p> <p>I know of three situations personally that would be affected by the new Blue Badge parking changes. One has MS and cannot walk and needs the toilets to be easy to get to.</p> <p>Another is an above the knee amputee, with a Prosthetic leg and has lower back problems because of the hip imbalance and also cannot walk very far. He has two children and would like to be able to take them to the pier and attractions. His father has COPD, he is in his seventies and also cannot walk very far. It would be excluding these people and many others from visiting these places, which should not be there for the privileged that are able bodied.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

78	Object	<p>I object to the continued closure of Maderia Drive. The initial reason for it's closure has long passed and it is now totally unnecessary.</p> <p>It is also harming the city by not having a main parking area for both cars and coaches bringing both parking income and general income from visitors who will not visit if they have no place to park.</p> <p>Brighton and Hove is a tourist city. Cut off its tourism and you cut off its lifeblood.</p> <p>The continued closure of this area is insanity.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
79	Object	<p>I object to the proposal as it restricts legitimate access to Madera drive. I think there is an additional security risk in accessing certain premises as a result of the closure.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
80	Object	<p>As a regular visitor and user of facilities, carrying heavy equipment ,at the east end of Madeira drive I see no provision for parking in the near vicinity. Where are all the car and bus visitors to that part of town going to park in order to use the facilities and frequent any of the businesses there. Is it your aim to destroy these small businesses?</p> <p>There has always been plenty of room for pedestrians cyclists and motor vehicles.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

81	Object	<p>I am a frequent visitor to Brighton and strongly object to this proposal, solely based on the provision for blue badge holders.</p> <p>I am a wheelchair user and came to Brighton yesterday Sunday 13th September 2020, and was dismayed that I had to park almost a mile away from the amenities by the pier.</p> <p>I spoke with the stewards on duty and they informed me that even wheelchair users could not use the disabled parking bays near the pier unless we had a permit for business users. This is wholly unfair. My electric wheelchair has a limited mileage usage and the further away from the pier the harder it becomes for us to visit. It comes to the point, where coming to Brighton is a very much less attractive weekend away option.</p> <p>I am well aware of why the restrictions have been implemented but surely allowing blue badge holders the parking areas we used to have by the pier or thereabouts, is not going to drastically increase the potential for disturbance or nuisance. Allowing for social distancing policy is a must but what your effectively doing with this restriction, is putting disabled users at increased risk by now having to park almost a mile away, having to travel further amongst other people and parking in quite unsuitable areas where there are no amenities for disabled users.</p> <p>Please rethink this by at least allowing disabled users use the area as well as business owners.</p> <p>Many thanks in advance.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
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<p>82</p>	<p>Object</p>	<p>I object to this TRO as it is far too restrictive and is not what was originally agreed.</p> <p>Madeira Drive was to be one way with no restrictions on the type of vehicles using it.</p> <p>I object in the strongest terms that there is no provision regarding taxis, coaches, vintage motor vehicles, motorcycles, scooters or visitors. HOW is this 'inclusive'?</p> <p>I have been advised by an insider that the contractors (who have BEGUN works BEFORE these comments are closed!) have been instructed to modify Madeira Drive in order that motoring events and speed trials can NEVER AGAIN take place there. This contravenes historic agreements for the use of Madeira Drive.</p> <p>Moreover Madeira Drive is the birthplace of British motoring history with 125 years since the first motoring event took place here and 116 years since the first Speed Trial took place here. These events, and the motorbike and scooter events generate millions of pounds of desperately-needed income for Brighton and Hove and often fill the hotels each weekend an event is hosted.</p> <p>If this is such a dangerous, polluting and non-inclusive road, please advise:</p> <ol style="list-style-type: none">1. How many deaths and injuries have been caused by motor vehicles in the last 5 years on Madeira Drive?2. Why did Councillor Bridget Fishleigh's request for a Environmental Impact Assesment to find out how polluting it was get rejected by Green councillors?3. How is this road 'non-inclusive'? You are actually seeking to exclude users from it via these works! <p>As a local taxpayer I would respectfully request that these works are halted and reversed immediately!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
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83	Object	<p>There was nothing wrong with Madeira drive in the first instance, it has been iconic for everyone over the years and what has brought people together in the summer months.</p> <p>Recently it has been ruined, and further still by ludicrous plans for no greater gain. It's a waste of time and resources plus it will only be accessible to a minority. This plan has no consideration for others.</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>
84	Object	<p>Object , we are losing the history and eclectic utility of Marine Parade, no visitors or tourists , no parade shops , no historic events , this discriminates against the elderly who are unable to cycle or walk and need the use of motor vehicles to access and enjoy Marine Parade</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>
85	Object	<p>The proposal will severely restrict the use of Madeira Drive as an event space.</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events.</p>
86	Object	<p>There is already plenty of space to walk and cycle along Madeira drive safely. This proposal and several others like it are a complete waste of money and will generate more pollution as it will cause yet more traffic where people drive around looking for somewhere else to park. Not to mention the loss of trade due to people going elsewhere where they'll feel more welcome!</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
87	Object	<p>Stop restricting access to Madeira Drive. Listen to what residents/businesses say. This will be detrimental to trade and finances. The Council should take a practical view on helping the city recover, and not be mired in dogma</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and</p>

			coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
88	Object	<p>I totally object to this proposal.</p> <p>Being born in Brighton almost 60 years ago MD has worked perfectly the way it has been for my entire life.</p> <p>The road was originally tarmacked to facilitate the speed trials. I have been informed that modifications will be made that will make sure that it never takes place again. This is completely outrageous and in contravention of agreements to retain historic events.</p>	This response is now superseded as Madeira Drive continues to be available for organised events
89	Object	<p>Too much space is taken away from the road which is an important part of the heritage of Brighton. The name of the Road is Madeira DRIVE, and belongs to the people and constructed by the motoring organisations, which have a vital part in the economy of the city. These events need a two way road with wide access for vehicles to take part. The tiny minority of people in the city are being given too much. As this Vehicle road is being destroyed, with no actual plausible reason, no survey of use, no looking at how it is currently used, it is not justified. On most days of the year there are hardly any cyclists. Many people are still not able to access the Pedestrian space as they cannot park, as too much parking removed. Money would have been better spent putting a boardwalk for pedestrians on the beach side as a permanent solution, with the cycle lane retained as it is and expanded on the current pavement</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.

90	Object	<p>TRO 17 2020</p> <p>I do not live in Brighton but have been a regular visitor for years. I am finding it very difficult and very expensive to park in recent years. Due to personal reasons I am not able to use public transport. I come to see many of the events on Madeira drive and especially enjoy the 'Mods' (having been a member of this fraternity in my youth).</p> <p>Brighton has deteriorated massively in the last few years - mindless rules and expensive parking, dirty streets and unkempt houses. It is not a such pleasant place to visit any more. This proposal will keep more visitors away, there will be nothing exciting to attract them. These same visitors are the ones who bring so much money into Brighton and cash is what the borough needs to thrive.</p>	This response is now superseded as Madeira Drive continues to be available for organised events
91	Object	<p>Disabled access, ruining tourism in Brighton through taking away parking that brings extensive revenue to the city, these changes will mean that historic events will no longer take place again losing huge revenue for the city, it seems the greens want to destroy tourism and waste money through these ridiculous schemes</p>	This response is now superseded as Madeira Drive continues to be available for organised events.
92	Object	<p>Madeira Drive is an historical part of Brighton and hosts many famous events , it's already wide enough for walkers and Cyclists . Don't make it so the events that also bring money to the Brighton economy can't take place .</p>	This response is now superseded as Madeira Drive continues to be available for organised events
93	Object	<p>The road is needed for parking, the need to park for the park etc is needed and it's been used for many many year for speed trials and car shows</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events

94	Object	<p>We are coming out lockdown and we need to support the commerce of the city and the revenue the tourists and events bring to our city. This will cause more traffic and more pollution</p> <p>STOP Ruining or city !</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
95	Object	<p>The loss of parking bays The restrictions on vehicle access</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events</p>
96	Object	<p>The events have taken place for many years and is the only place that can cope with the large numbers of people and vehicles cars van buses and BYCYLES I disagree with this scheme as it has not been looked into enough to see the impact it is going to have on the city It is my opinion that the current council is on a path to kill the city</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>
97	Object	<p>Lack of consultation Waste of money Just leave it as it is AS AGREED</p>	<p>Not relevant</p>
98	Object	<p>This area is in serious danger of ruining Brightonian's way of life - it has already been messed around with and now I feel that many of the events that are held on Madeira Drive will now be threatened, as the council will give no guarantees that events that been held there for decades will be able to go ahead. The arches have not been dealt with and this will be a waste of money - please leave it alone! I agree that traffic going one way is a good thing, but it does not need to go any further than that!</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>

99	Object	Access for motor cars should always be allowed.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
100	Object	I object as the road should be open to all and not restricted to a minority, this will also have a adverse affect on the local economy as this road is a favourite for visitors, at a time we need to encourage visitors (post COVID restrictions), this would put people of visiting Brighton.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
101	Object	There's no reason to destroy what's already there so the council can spend so much money on experiments!	Not relevant
102	Object	Motoring events and rallies are a part of brightons history must be allowed to continue on the only suitable road in the city.	This response is now superseded as Madeira Drive continues to be available for organised events
103	Object	This seems to a very deceptive move. I am concerned that the area will never be able to host the iconic motor vehicle events it has done for many years. It already provides more than enough space for all and seems to be a complete waste of money and in common with other current anti motoring moves around the city is not at all inclusive.	This response is now superseded as Madeira Drive continues to be available for organised events
104	Object	Madeira Drive is wide enough for cars, cyclists and pedestrians to co-exist which can only be beneficial for the businesses along the road.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge

			holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
105	Object	No changes are needed other than reverting to the original (pre-covid) layout that has operated successfully for decades. At no point was there a lack of space for pedestrians or cyclists. Experience last summer should inform this decision and the chaos caused by adding further cycling lanes should act as a warning to stop with this unnecessary work immediately.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
106	Object	Having been a Brighton resident for 56 years, the last 5-10 years have seen traffic amendments that don't make sense! As a working parent who needed to do school Run then go to work it became so difficult to get around the town in a car but I needed my car for work... otherwise I would have got public transport! The cycle lanes and further vehicle exclusions along Madeira drive are not allowing what was a beautiful seaside resort to thrive. Local business owners are struggling and Brighton is No longer the 'go to' place of choice along the south coast... Please don't do this, please stop ruining the flow of traffic, please allow people to drive, park, enjoy the seaside and parks for as long as they want to, not a 4 hour window near the parks. Please reduce parking costs and make make the seafront fab again!!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
107	Object	I object to this proposal on all levels as there is enough open space along Madeira Drive for pedestrians and cyclists already. These works will prevent historic motoring events from taking place such as the speed trials. These events bring huge amounts of revenue to the city which it will desperately need in the next few years as it recovers from the Covid pandemic.	This response is now superseded as Madeira Drive continues to be available for organised events

108	Object	<p>I object to the Madeira Drive proposal There are many events held there which are well organised which will be lost if this proposal goes ahead. These events bring in many tourists to the city which then help the economy.</p> <p>There is already sufficient space for walkers and cyclists on Madeira drive so these changes are unnecessary.</p> <p>In addition there were assurances made in July 2020 stating that further changes affecting the holding of events would not happen</p>	This response is now superseded as Madeira Drive continues to be available for organised events
109	Object	It is not necessary to make any changes.	Not relevant
110	Object	Changing the road layout so events such as Brightona or the Ace Cafe Renuion can't go ahead will lose a fortune in revenue for traders in the city.	This response is now superseded as Madeira Drive continues to be available for organised events
111	Object	<p>Prohibiting vehicles in this area will reduce tourist/visitor parking (and the revenue the council gets which will put further stress on their budgets - which should not be recouped through council tax increases).</p> <p>Also, this area is used for historic and long standing events which bring in tourists and revenue to the city, such as the old Crock run, Speed Trials, Mini Run, Brightona, Ace Cafe Run to name a few. If the vehicles are prohibited and roads are "temporarily" modified at great expense these events will no longer be viable and this council will be responsible for destroying part of Brighton's heritage, with those events moving to other towns taking their associated tourism with them.</p> <p>As my wife has a disability (seizures) and we have a young son, reducing the availability of parking and access to the beach will mean that we are excluded from accessing the city and using the beach and other attractions.</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
112	Object	I object to the Madeira Drive proposal on the grounds that once again the Green Council is killing -off years of tradition.	Not relevant
113	Object	Meditation drive is fine as it was. Save the money for restoring the terraces.	Not relevant

114	Object	<p>I object to this TRO as it is far too restrictive and is not what was originally agreed.</p> <p>Madeira Drive was to be one way with no restrictions on the type of vehicles using it.</p> <p>I object in the strongest terms that there is no provision regarding taxis, coaches, vintage motor vehicles, motorcycles, scooters or visitors. HOW is this 'inclusive'?</p> <p>I have been advised by an insider that the contractors (who have BEGUN works BEFORE these comments are closed!) have been instructed to modify Madeira Drive in order that motoring events and speed trials can NEVER AGAIN take place there. This contravenes historic agreements for the use of Madeira Drive.</p> <p>Moreover Madeira Drive is the birthplace of British motoring history with 125 years since the first motoring event took place here and 116 years since the first Speed Trial took place here. These events, and the motorbike and scooter events generate millions of pounds of income for the cities and often fill the hotels each weekend an event is hosted.</p>	This response is now superseded as Madeira Drive continues to be available for organised events
115	Object	<p>This will make it harder for parents with young children to visit the beaches with a need for parking a long distance away.</p> <p>It will cause further congestion and therefore pollution in surrounding roads</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
116	Object	<p>Killing trade in Maderia Drive</p> <p>Trying to stop motoring events</p> <p>Already too much emphasis on cycling and walking by installing an extra wide cycle lane.</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge

			bays have almost doubled. Madeira Drive continues to be available for organised events
117	Object	Our businesses and tourism industry is already struggling due to COVID and this proposal is going to damage it further. There is more than enough space for cars, pedestrians and cyclists. There's already been so many drastic changes that's ruining this city!	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
118	Object	This traffic calming is not needed and unnecessary.	The 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.
119	Object	The work has started before this survey has even been conducted, and the new plans look likely to restrict access by some user groups. Madeira Drive is for all to access freely.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
120	Object	There is already more than enough footpath on both sides of Madeira drive. The COVID lockdown is reducing. Another poor attempt to penalise car drivers. Unnecessary	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and

			coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
121	Object	It unnecessary and will be poor for seafront business. It is also discriminatory towards disabled persons.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
122	Object	No matter what anyone says the cancer is more corrupt and you would do whatever you want anyway but the corruption of this is just a joke the greens and the council has screwed up so many people's lives with this method you should have just left it alone and we wouldn't be in the situation with the council is going bust you're now losing out on revenue of parking and you just giving everything to people who say jump and the council say how high	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
123	Object	More cycle lanes are not necessary , not sure what's worse , being run down by a car or mowed down by a cyclist!	Nationally government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Accompanying this is Local Transport Note 1/20 (LTN1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes must adhere to the design principles set out in LTN

			1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
124	Object	The Greens anti-car agenda is out of control. I am opposed to this proposal as cars pay for road tax and we have the right to use Madeira Dr	Not relevant
125	Object	What will happen to all the motoring events that happen and bring so many people into Brighton. Where are people expected to park as there are no parking facilities near by for those people who do not have a blue badge but have limited mobility (like myself !!) there is more than adequate space for pedestrians and cycles at the moment. Where will coaches drop off people visiting Brighton and the Pier !! I feel that there are much more pressing issues that the money could be spent on. This will discourage visitors and therefore less money coming into the town	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
126	Object	The new works would cost a lot of money to put back , the events that take place could not happen more time and make sure the public are made aware of the works	This response is now superseded as Madeira Drive continues to be available for organised events
127	Object	I understand that both motorcycle events will not be allowed on Madeira Drive due to lack of space. So I take it that the London to Brighton event will not take place either. There is already enough space for pedestrians and cyclist so I don't understand why this is being increased.	This response is now superseded as Madeira Drive continues to be available for organised events
128	Object	No need to make this road narrower. It's fine as it is. Waste of money. Keep traffic flowing.	The 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.
129	Object	There are already adequate cycle lanes there. There is also a very wide promenade, plenty of space to walk.	Nationally government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a

			longer journey. Accompanying this is Local Transport Note 1/20 (LTN1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes must adhere to the design principles set out in LTN 1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
130	Object	<p>I object to closing Madeira Drive to all motor vehicles because this area has been used for many years successfully by road users, cyclists & pedestrians sharing the space.</p> <p>I would also mention that it provides an ideal location for various events over the year, including car, motorbike & cycling events which bring much needed revenue to the town. I would hate to see the end of the annual veteran car rally because Madeira Drive is no longer accessible to vehicles.</p>	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events
131	Object	It is an unnecessary waste of taxpayers money, it will also prevent future motoring events from taking which bring in much needed revenue.	This is superseded as Madeira Drive continues to be available for organised events
132	Object	It is a historical road that was out there for car events. It is wide and traffic there is generally light and not busy. There is no evidence to back up the fact that it's apparently dangerous and polluting.	This is superseded Madeira Drive continues to be available for organised events
133	Object	I feel that these plans will negatively impact the city financially.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians, and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge

			bays have almost doubled. Madeira Drive continues to be available for organised events
134	Object	The war on drivers needs to stop The council seem to have an underlying agenda against all tying anti car	Not relevant
135	Object	Madeira Drive has a long history of motoring events and is a good tourist attraction. These proposals will limit its potential severely.	This response is now superseded as Madeira Drive continues to be available for organised events
136	Object	It is a complete disgrace against the people of Brighton in many ways. It would take away access to the seafront to many. It will the custom away from the businesses. It will cost the town income from visitors thus hitting the tourism trade even more. It will waste money which can be spent on more vital and important projects.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians, and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events.
137	Object	Totally unnecessary. The road already has ample space to provide for people walking. This is yet another attempt by the Green Council to enforce ideological and delusional ideas! Roll on the local elections!	The 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.
138	Object	Cycle lane and pedestrian pavements are already more than sufficient.	Nationally government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Accompanying this is Local Transport Note 1/20 (LTN1/20) which sets out a step change in how Local Authorities must deliver cycling improvements. To qualify for government funding, not only on active travel schemes but all transport improvement schemes, Local Authority schemes

			must adhere to the design principles set out in LTN 1/20, which among other things sets out the need to design cycle networks along direct routes and to physically separate cyclists from both traffic and pedestrians.
139	Object	The town is being turned into a no go area for both residents and visitors. The town is dying. The proposed restrictions are just another nail in the coffin. What are these people thinking?	Not relevant
140	Support	To increase space for cyclists and pedestrians. 2 concerns Speed of vehicles if no restrictions such as barriers/Islands are installed. The continuation of all events that draw in crowds such as shown trials, rallies and cycle rides should still be allowed to finish at Madeira drive as it's historical and ever so popular.	TRO-11-2021 has now been sealed with reduction of speed limit to 20mph. Madeira Drive continues to be available for organised events.

141	Object	<p>This is not what was agreed when Madeira Drive was reopened. The motor events which are important cultural and historical events in Brighton's social and economic calendar and whilst the Green Council may not like them they form a basis for many businesses survival at certain times of the year. Narrowing the road will also have an impact on these events having enough space to take place. This road is not owned by the council but gifted to the town and public and the council have no right to make changes that effect the history which has defined this space for its entirety. Progress does not mean we wipe away our history. The area needs restoring and money spending on preserving what makes Madeira Drive beautiful and allowing new generations to come to enjoy traditions that have existed for many years longer than the councillors will be in charge. The way these changes keep being forced through without proper consultation and careful planning is a threat to the democracy of our city and is very concerning. The economic effect of killing of events which historically bring in serious amounts of revenue can not be so easily dismissed at such a crucial time as 2021 is to the city. The road being made one way was a balanced compromise but to now add road furniture and say delivery access only shows a lack of honesty with the electorate as these were not part of the proposal.</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events.</p>
142	Object	<p>Making it one way is ridiculous as a taxi driver if I get a job from say the volks tavern etc i will need to drive all the way to the top of dukes mount and all the way back to the pier area if I want to go into Town station Hove etc totally ridiculous</p>	<p>The new scheme offers a wide range of benefits to pedestrians and cyclists. Providing a better pedestrian environment and supporting local businesses by extending frontages. But officers accept some routes could become longer depending on the origin and destination.</p>
143	Object	<p>Long just above Madeira Drive in the Royal Crescent I thoroughly object to the proposal of narrowing the drive. I enjoy the motoring events held there which I believe would not be able to go ahead if this plan goes ahead. Not to mention the massive loss of income that would result if these were unable to continue. Brighton is losing its identity and we are all suffering as a result of some really rather short sighted and ill planned decisions on the motoring infrastructure here. Please invest our money in cleaning this town up. It's filthy and a disgrace to its history.</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events.</p>

144	Object	cars need to be able to park here and bring extra revenue to our city especially as the green party has wasted so much on stupid bike lanes that true Brightonians don't want or need.	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.
145	Object	Brightons businesses and Brighton itself makes 'Millions of £'s' in revenue from motoring events on Madeira Drive. Hotels, guest houses, shops, pubs, food outlets, restaurants, cafes, and many others rely on this revenue to continue to be successful and employ local people and workers from overseas. It is a tragedy and disgrace that BHCC would even consider this retrograde and cynical proposal and force it on Brighton's residents. The TRO should be stopped and quashed immediately. A huge 'NO, NO and NO' from me.	This response is now superseded as Madeira Drive continues to be available for organised events.
146	Object	What about the pier end of Madeira drive , not everyone with families can walk from the peterpans end , the colenade is in such a state what's going to happen to all those businesses? And the effect on the pier and sealife centre ? , so much lost income from parking and events ? What about tourist ?	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events.

147	Object	<p>This City needs day trippers They are needed to keep the economy from spinning in to recession Day trippers need to park Elderly people who have mobility issues cannot ride bikes, walk very far People with Disabilities also like to visit the seaside</p> <p>Why change it ? This heritage site has provided joy for millions over the centuries please don't ruin it and stop the joy for many more thousands of people</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events.</p>
148	Object	<p>Stop interfering with the road layout by your actions you are preventing all our historic car rallies and bike rallies that brings thousands of pounds to the city. Our city will end up bankrupt with this stupidity. Surely you need to put the monies on repairing roads properly not dreaming up more ludicrous schemes</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>
149	Object	<p>This road really needs to be open to traffic in both directions to alleviate the congestion it will cause when the economy gets going again. Having no exit and the western end of Madeira drive will cause no end of chaos and traffic jams and the Dukes mound exit and unnecessary extra travel for vehicles needing to egress to the west or north of the city it will also eventually have impact on Whitehawk, Woodingdean and Falmer as traffic will try and find alternative routes out of Brighton. This will make these areas (which are predominantly family residential) suffer with more pollution as traffic sitting in jams which has a knock on effect on health an more pressure on Health services</p>	<p>The 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.</p>

<p>150</p>	<p>Object</p>	<p>I object to the proposed TRO application on the following grounds:</p> <p>Public Nuisance: Routing all traffic eastbound has resulted in a significant increase in excessive noise, mainly evenings & weekends, as essential Brighton visitors are forced to exit via Dukes Mound. When measured outside our dwelling using accepted methodology, the background noise levels (LA90) at the junction increases by over 5dB with traffic queuing on the incline. Tonal & impulsive noise increases by over 15dB (LAF) due to the hill start & merging with moving traffic on the A259. For reference, a gain of 10dB is perceived as a doubling in sound volume. As a local resident, we have witnessed traffic queuing on Dukes Mound for the first time in over ten years. At peak visitor departure times during the summer months of 2020, the traffic queues extended nearly 700m from the A259 junction to Yellow Wave. This is a change to existing bidirectional traffic flow mitigating congestion by utilising two egress points. We have not taken air quality measurements; however, it is accepted that traffic is proportional to emissions. The short one-way section at the Palace Pier junction forces taxis & private vehicles heading in any direction other than due north or east of East Brighton to travel in a circular diversion of approximately 3,400m, adversely impacting congestion, emissions, costs & journey times. While the council has chosen not to disclose the conclusions of any environmental impact assessment on Dukes Mound resulting from the proposed scheme, the findings from independent observations are profoundly concerning for residents & it is not reasonable to proceed until a better plan is offered. Expressly a scheme that reduces congestion while improving the amenities, noise & air quality.</p> <p>Public Safety: The hill-start junction of Dukes Mound & the A259 is not suitable for the intended application. My family uses the A259 pedestrian crossing point at Dukes Mound around ten times in a typical week. We have lost count of the number of near misses where mixed traffic, foreign English-school students & residents navigate this junction. While working from home in 2020, we have observed weekly collisions or minor incidents between all transport modes. It is unreasonable to proceed with a scheme that more than doubles traffic volume on this junction & forces long or heavy vehicles such as coaches to block both</p>	<p>The one way system along Madeira Drive provides improved pedestrian and cycle facilities. Has facilitated a new 20 mph speed limit and has resulted in an increase in cycling and between public space for local businesses frontages. Traffic lights have been installed on the Dukes Mound junction to support the construction traffic relating to the Black Rock development works.</p>
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		<p>carriageways as they navigate the westbound bend. While the council has chosen not to disclose the findings of any safety impact assessment on Dukes Mound resulting from the proposed scheme, the anecdotal observations are self-evident & it is not safe to proceed with the current proposal. Safer proposals are notable by their absence, such as alternative Dutch (Turbo) roundabout at Palace Pier or ultimately moving cycle junction further away via Poole Valley to minimise the likelihood of SMIDSY incidents. It is not clear why the council has elected to degrade public safety in Brighton by implementing a one-way flow traffic flow on Madeira Dv in advance of improving the Dukes Mound junction or adequately modelling the safer & more cost-effective alternatives.</p> <p>National Policy: Introducing artificial friction for sustainable & diverse traffic modes is incompatible with the strategic aims of the National Policy Statement for National Networks (DTS 2014). While the NPS targets the national framework, the principles apply to well-designed local networks. Specifically, the principles of supporting the local economy, protecting the environment, promoting accessibility & social activity. For example, the report states 16% of all travel time in 2010 was spent in delayed traffic & DEFRA forecasts this to increase to 25% by 2040. This increased journey time correlates with Brighton & Hove City Council published predictions for Valley Gardens project traffic delays to seafront traffic. Nationally these delays cost the UK £1.6bn in 2010 & are expected to rise to £9.8bn by 2040. The adverse economic impact on our city could be analogous unless a more balanced scheme is implemented. The NPS also references the Noise Policy Statement for England, National Policy Framework (Defra 2010). Key principles of the NPSE include using sound science responsibly & actively promoting effective participative systems of governance in all levels of society. The ETS quango rhetoric has lacked demonstratable evidence to support these principles. It is reasonable to request full disclosure & analysis of a specific Noise Impact Assessment at Dukes Mound with background surveys & representative traffic modelling. Equally there is little evidence to support impartial participation during the consultation. The review process has selectively contracted former Mott MacDonald consultants with an inherent bias. Respectfully, the public & local enterprise runs this city operationally. It is reasonable to expect impartial participation & strong scientific</p>	
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		<p>analysis by an independent expert witness in support of the local community. As a cultural, retail & tourist destination town, there is no justification for introducing artificial frictions to visitors in the absence of reasonable alternatives such as park & ride schemes or more electric vehicle bays for a proactive low-carbon infrastructure policy. It seems short-sighted for the proposed project to be fixated on the bicycle as the only post-petrol mode of private transport. Culturally & in line with central government policy, Brighton & Hove could be capitalising on its reputation for sustainability & forward-thinking by developing a more inclusive scheme that considers a more diverse mix of visitors & residents.</p>	
151	Object	Madeira Drive	Not relevant

152	Object	I think that we don't need to close the road in order to to have a walking and cycling areas as the rest of the city needs its roads for free movement around That include a choice of a car,cycle or walk otherwise it limits the free choice and builds up the traffic in other areas also increasing the pollution at same time	The 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.
153	Object	Madeira drive and Marine parade used to run together perfectly well, and since the one way restrictions have come in madeira drive seems a lot more dangerous as people are confused and dithering in a very small space. This has also pushed the majority of traffic onto marine parade which has made this road (and therefore the noise levels inside our flat) a lot louder. It is now particularly dangerous to cross the road due to the increased traffic. I would estimate that emissions are now greater, in closer proximity to residential dwellings as a result of this. Due to the increased traffic because of dukes mound one way closure, it now takes me an attentional 10 minutes (on a good day) to do the school run to hove.	Officers will be monitoring the Madeira Drive scheme but all Road Safety Audits have been carried out and signed off. The carriageway has been reduced to minimum widths and speed limited reduced further improving road safety conditions. Madeira drive was not designed as a route to avoid the main A259 corridor and therefore transference of traffic should be minimal.
154	Object	Why have you not conducted an environmental study? Why are you planning work when the roads around Brighton & Hove are in need of repair?	N/A However revenue budgets to support maintenance are separate from externally grand funded budgets aimed to enhance and support the Councils wider policy aims relating to carbon emissions
155	Object	Madeira Drive is known worldwide as the place for motoring events, cars and bikes. It would be sacrilidge to stop traffic. There are enough cycle paths and pedestrian pathways in the area we do not need more it will also be detrimental to trade. I have come a cross many of these extra cycle paths since lockdown started. They are rarely used by cyclists and cause severe congestion for other road users. LEAVE MADERIA DRIVE ALONE	This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled. Madeira Drive continues to be available for organised events

156	Object	<p>if the change prevents the continued running of historic motoring events then I object.</p> <p>Would this money not be better spent contributing to the restoration of medeira terrace?</p> <p>Thank you</p>	<p>This response is now superseded as Madeira Drive continues to be available for organised events</p>
157	Object	<p>There is no reason to restrict access to motor vehicles as pedestrians already have more than enough "safe space"</p> <p>If u are that worried then spend money on repairing walkway that u have neglected for years instead of restricting road users</p> <p>I understand this doesn't meet ur green credentials but I much prefer looking after Present facilities than your preconceived views</p>	<p>The 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.</p>
158	Object	<p>The traffic flow on Madeira drive should be allowed for vehicles and increased free to parking should be allocated. This area should cater for tourists who come from outside of brighton and need easy free access to the seafront.</p>	<p>This response is now superseded as Madeira Drive was reopened to eastbound vehicles in October 2020, with entry from the Palace Pier roundabout, exiting at Duke's Mound creating a shared space for motorists, cyclists, pedestrians and Blue Badge holders in the city. Pay and display parking bays and coach bays have been reinstated and Blue Badge bays have almost doubled.</p>

159	Object	<p>Madeira drive need to be turned back into 2 way traffic. Instead of pretending to be considerate of the environment the council needs to actually prevent congestion not cause it. Once the lock down ends all those using The Gym by car, motorbike or scooter will be forced to drive all the way to the other end of Madeira Drive then up onto Marine Parade, to then drive all the way back down to the roundabout at the Pier to sit in traffic for up to 10 mins at peak times. So an increase to their journey of over 2 miles and 10 more minutes pumping fumes into the atmosphere. Considering the amount of space given over to bikes and pedestrians already at that point on the seafront it is totally unjustifiable. Please stop wasting the budget you have been given by the government to encouraging cyclists on hair brained schemes that make no sense. Try putting a proper cycle lane on Marine Parade, there is a big wide pavement up there that is hardly used. What about putting a proper cycle lane on St James Street then across and up North Street and Western road then along New Church road. That would give cyclists a route off the seafront so they could keep away from the pedestrians in the summer and be sheltered from the wind off the sea in the winter. BTW I am a cyclist and all your ridiculous plans are making it more difficult to be a cyclist in this city, not encouraging it!</p>	<p>The 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.</p>
160	Object	<p>I object to Madeira drive being made narrower - for what reason? Disabled folk such as myself rely on cars for SAFE transport - i cannot get around without as am to frail to subject myself to the stop/start vagaries of buses and the like. I need to be able to park. To access toilet facilities and to get to the cafes. I was shocked when I was last taken down Madeira drive. What a complete and utter mess! What a needless waste of public money! The LA would be far better giving this money to vital services such as local schools. Please dear Greens leave our roads alone. They worked perfectly before your so called cash guzzling improvements!</p>	<p>As part of the scheme Blue Badge Bays have increased to 25 spaces from 14 spaces. In line with current guidance the width and length of these spaces have been increased to allow easier access. While general parking spaces are provided in echelon orientation the majority of Blue Badge Bays are parallel with the footway.</p>

