

Summary of letters received in response to the NCN2 consultation

**Michael Hutley of Lyndhurst Road Hove,
Christine Matthews of Henley Road Brighton,
Jane Addey of Maresfield Road Brighton, and
Linus Gorpe of Henley Road Brighton**

- Marine Parade would be the most suitable for a cycle path – providing improved access to all the people who live or work in the Kemptown area and north of Marine Parade.
- The Marine Parade pavement is wide enough to accommodate a cycle path and has much less pedestrian traffic. Where the pavement narrows at the Sealife Centre, perhaps the cycle path could filter onto the road and round the corner connecting to the section near the pier.
- What happens to the cycle lane when events close Madeira Drive?

Alan Randall, Director Yellowwave Ltd, Madeira Drive

- Strongly support plans – it will help with the council's aim to regenerate this stretch of the seafront; it will improve access as there is not public transport; believes this is the only stretch of the NCN2 route in Sussex that is currently not marked.
- Separating cyclists from the dangers of speeding cars is helpful.
- The shared cycleway/footway near the coach drop off/pick up point needs extra safety measures. Suggested that pavement markings and barriers would help to advise pedestrians not to wait in the cycle lane and to take extra care when crossing it to get to or from the bus.
- Provision of Sheffield post cycle parking at intervals along Madeira Drive would be helpful. Existing posts near the playground and at Yellowwave are heavily used.
- Consideration needs to be given to making suitable provision from the Madeira lift for people (particularly wheelchair users, the elderly and those with baby buggies) to cross the road and cycle lane safely.
- The council's parking department is planning the provision of disabled parking bays near the playground. Liaison is required to ensure wheelchair users can safely cross the cycle lane at this point.
- The proposal to encourage cyclists to cross Madeira Drive just to the west of the junction with Duke's Mound is dangerous. It would be much safer to encourage crossing just to the east of the junction.
- It is very disappointing that no provision is planned for cyclists along the 1 km section to the east of Banjo Groyne.
- The new cycle lane up to join the NCN2 route is welcomed; so too are the proposed improved A259 crossing points.
- Disappointing that there are no links for cyclists into the Marina.
- To minimise disruption to business and Madeira Drive events, it is hoped that the work will not be carried out during the busy summer season.
- The plan as it stands is a great improvement.

- The next phases that are needed are: a cycle route for the eastern section of Madeira Drive; a cycle way into the Marina; and a cycle way along Marine Parade.

William Johnston

- Applaud the fact that there is a wish to build a cycle path – though of course, as understood, a big grant is being received to do so.
- Believes it is being built in completely the wrong place – it needs to be along Marine Parade, so that there is access to it from all the side roads leading down to the seafront.
- What will happen when Madeira Drive is closed for events?
- The people that should be consulted are cyclists, motorists and pedestrians and require having large and visible stalls along both Madeira Drive and Marine Parade for several weeks – and in summer, not in the middle of a cold snap in January.
- The plans should have been available as downloadable files on the council's website.
- What is proposed is a serious waste of public money which will serve very few.

The Brighton Society, Clermont Road

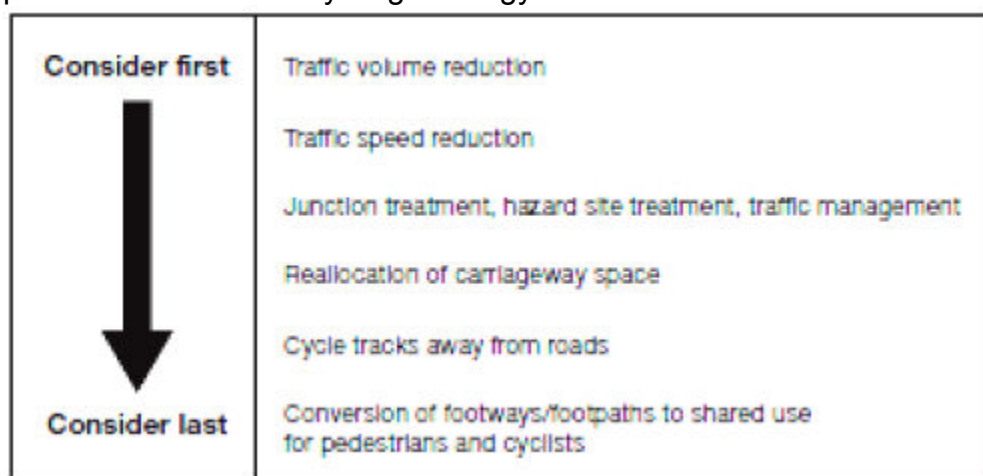
- The Brighton Society is broadly in support of a scheme to provide this missing link in the east-west coastway cycle route.
- The guidelines for effective consultation procedures have not been followed – late notice of the exhibition for both the public and Brighton Society; and Brighton Society did not automatically receive hard copies of the consultation leaflet.
- The consultation document was very hard to decipher, particularly on-screen.
- The questions are too broad and generic to invite a constructively critical response.
- The whole consultation document gives the impression that it was put together at the last minute with minimal checking or proof reading.
- Brighton Society are concerned that the expert advice of the national and local cyclists' groups on the details of the proposals may again be largely ignored. Funds must not be wasted on an unnecessarily costly scheme.
- Whilst a cycle route along Madeira Drive is to be welcomed for leisure cycling, Marine Parade also needs to be made friendlier to cyclists – in many cases, it is infinitely more convenient for short-distance shopping trips and commuting.
- The proposed cycle route should continue along the Undercliff where the current no cycling restriction should be urgently reconsidered.
- The route appears to be unnecessarily complicated, with sections on-road, sections on the promenade as well as shared use sections.

Kemp Town Village Business Association, St George's Road, and Paul Bonett, Bonett's Estate Agents, St George's Road

- Request the provision of the dual use of Marine Parade pavement for pedestrians and cyclists – it is safer than the road; it would encourage more people to cycle into the area and use the Village as a stopping point for local shopping; it would encourage more school and commuter cycling.
- Request that a cycling officer contact Paul Bonett (01273 677365) to arrange a visit to Kemp Town Village to consider the improved provision of cycle parking in the Village – to avoid the use of lampposts etc.
- Ask that the council improve seafront signage pointing to Kemp Town Village and nearby sites of interest, St George's Church, the Hospital, etc.
- Ask to be kept informed of the NCN2 plans (Barry Hankinson, Secretary, 01273 684023).

Bricycles and CTC

- If a 20mph speed limit was imposed and the echelon parking was removed from northern side of carriageway, then the proposed 'facilities' wouldn't be needed.
- Would like to see the Council follow the following hierarchy of provision (from LTN 2/08 Cycle Infrastructure Design). This is also mentioned in para 5.2.2. of BHCC Cycling Strategy...



- Route may be confusing for cyclists.
- Facilities that bring young and inexperienced cyclists into close proximity with motor vehicles travelling in the opposite direction are not ideal.
- Parking in cycle lane and potential dooring and/or dogs / children getting out of a car into the cycle lane will need to be addressed.
- There should be no parking allowed where route changes from on-pavement to on-road.
- Location of coach alighting point is not sensible as it's likely to cause obstructions.
- Cycle route will need to be guaranteed during seafront events.

- Sheffield stands which have already been placed along seafront east of Pier look too close to road & proposed track.
- Route should link cyclists to Marina and Undercliff Walk.
- Status of Undercliff should be clarified as shared space.
- Marine Parade should be made cycle friendly – needs to be protected from excessive number of motor vehicles and remember that any provision on the footway will be obstructed in the summer and during events. (Bicycle members are agreed that it has a lot of potential for commuting, shopping and school journeys).
- Madeira Drive route doesn't link to Kemp Town.
- Support plans to build ramp at eastern end of Madeira Drive to link to top road.
- Slowing and reducing traffic on main road network would benefit utility cyclists.
- One-way streets serious barrier to cycling in Kemp Town (around St James' Street) – plans should be drawn up for all one way streets to be turned into 2-way legal cycling.
- No more one-way streets should be created (planned in Rottingdean, West Street).
- Using road network is preferred for cyclists; taking existing footway space from pedestrians is generally the least acceptable course of action (LTN 2/08 Cycle Infrastructure Design pg 10).
- The detail on the consultation questionnaire is too small and key points are not made clear.
- Initial plans for this facility were rejected by Cycle Forum as impractical on 3 June 2008. The council did not bring them back to the forum with amendments as stated at the time. No advice was given to the Cycle Forum of the forthcoming consultation.
- The council's channels of distribution and notice of forthcoming consultations need to be improved. (Advanced warning of exhibitions / consultation; attachments in emails which are not so large – can't forward them easily; and information&questionnaire on the BHCC website from start of consultation.)
- BHCC is a signatory and should be following Community Engagement Framework.
- The Leader is never delivered to some areas outside the City Centre e.g. parts of BN1, nor is City News, so many people have never seen the article.
- Q1 – Q3. Bicycles members cycle a lot on both routes.
- Q4. Support the installation of the two new toucan crossings.
- Q5. Greater need for improvements on Marine Parade and elsewhere in Brighton (e.g. OSR or City Centre).
- Want to receive a copy of NCN2 Consultation Report when it's sent to Council decision makers.