

Title:	Environment, Transport & Sustainability Committee
Date:	11 October 2016
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 4AH
Members:	Councillors: Mitchell (Chair), Horan (Deputy Chair), Janio (Opposition Spokesperson), Greenbaum (Group Spokesperson), Atkinson, Deane, Miller, Robins, G Theobald and Wares
Contact:	John Peel Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk
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Democratic Services: Environment, Transport & Sustainability Committee

Lawyer Executive Director	Councillor Mitchell Chair	Democratic Services Officer
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OFFICER

Councillor Horan Deputy Chair

Councillor Robins

Councillor Atkinson Councillor Miller

Councillor G Theobald

Councillor Wares

Councillor Janio Opposition Spokes

Councillor Greenbaum Group Spokes

Councillor Deane

OFFICE

Public Public Speaker Speaker

Press

Public Seating

Public Seating

AGENDA

PART ONE Page

20 PROCEDURAL BUSINESS

(a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.

(b) **Declarations of Interest:**

- (a) Disclosable pecuniary interests;
- (b) Any other interests required to be registered under the local code:
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

(c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

21 MINUTES 1 - 22

To consider the minutes of the meeting held on 28 June 2016 (copy attached).

Contact Officer: John Peel Tel: 01273 291058

22 CHAIRS COMMUNICATIONS

23 CALL OVER

- (a) Items (27 37) will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

24 PUBLIC INVOLVEMENT

23 - 32

To consider the following matters raised by members of the public:

- (a) **Petitions:** To receive any petitions presented by members of the public;
 - (i) Speed Bumps on Ovingdean Road
 - (ii) Public Review of Elm Grove/Lewes Road Junction
 - (iii) Parking Zone U
 - (iv) Event Parking in East and North Moulsecoomb
 - (v) Zone G Parking
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 4 October 2016;
 - (i) Powered Two Wheelers in Bus Lanes
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 4 October 2016.
 - (i) St Margaret's Place, Loading Only zone removal

25 ITEMS REFERRED FROM COUNCIL

33 - 44

Item referred from the last meeting of Full Council held on 21 July 2016 (copies attached).

- (a) Petitions
 - (i) Marine Gate- Road Safety
 - (ii) Rottingdean Traffic & Air Pollution
 - (iii) Reintroduce scratch card voucher parking

(b) Deputations

(i) Woodingdean Traffic Management

(c) Notices of Mo	otion
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(i) Rottingdean Air Quality

26 MEMBER INVOLVEMENT

45 - 48

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) Written Questions: To consider any written questions;
 - (i) Victoria Road Parking Scheme- Councillor Wares
 - (ii) Bus Shelter- Councillor Wares
- (c) Letters: To consider any letters;
 - (i) Marine Gate- Councillor Mears
- (d) **Notices of Motion:** to consider any Notices of Motion.

TRANSPORT & PUBLIC REALM MATTERS

27 ROTTINGDEAN HIGH STREET - TRAFFIC AND AIR QUALITY

49 - 58

Report of the Executive Director for Economy, Environment & Culture (copy attached).

Contact Officer: David Parker Tel: 01273 292474

Ward Affected: Rottingdean Coastal

28 BRIGHTON & HOVE BIKE SHARE - CONTRACTS

59 - 64

Report of the Executive Director for Economy, Environment & Culture (copy attached).

Contact Officer: Abby Hone Tel: 01273 290390

Ward Affected: Brunswick & Adelaide;

Central Hove; East Brighton; Goldsmid; Hanover & Elm Grove; Hollingdean & Stanmer;

Moulsecoomb & Bevendean; Preston Park; Queen's Park; Regency; Rottingdean Coastal; St Peter's &

North Laine

65 - 94

HIGHWAYS WINTER SERVICE PLAN 2016-17

29

Report of the Executive Director for Economy, Environment & Culture (copy attached). Contact Officer: Christina Liassides Tel: 01273 292036 Ward Affected: All Wards 30 PEDESTRIAN CROSSINGS PRIORITY LIST 95 - 106 Report of the Executive Director for Economy, Environment & Culture (copy attached). Contact Officer: Tracy Beverley Tel: 01273 292813 Ward Affected: All Wards **EAST STREET PEDESTRIANISATION - EXPERIMENTAL TRAFFIC** 31 To **Follow REGULATION ORDER** Report of the Executive Director for Economy, Environment & Culture (copy attached). Emma Sheridan Contact Officer: Tel: 01273 293862 Ward Affected: Regency **CROMWELL ROAD PEDESTRIAN CROSSING TRO OBJECTION** 32 107 -110 Report of the Executive Director for Economy, Environment & Culture (copy attached). Contact Officer: Tracy Beverley Tel: 01273 292813 Ward Affected: Goldsmid 33 **GLOUCESTER RD/ EAST ST/ AVENUE TRO OBJECTION** 111 -124 Report of the Executive Director for Economy, Environment & Culture (copy attached). Contact Officer: Matthew Thompson Tel: 01273 293705 Regency; St Peter's & Ward Affected: North Laine 34 **VARIOUS TRAFFIC REGULATION ORDERS** 125 -162 Report of the Executive Director for Economy, Environment & Culture (copy attached). Contact Officer: Charles Field Tel: 01273 293329 Ward Affected: All Wards

35 STANMER PARK TRAFFIC REGULATION ORDER CONSULTATION 163 - PERMISSION 178

Report of the Executive Director for Economy, Environment & Culture (copy attached).

Contact Officer: Paul Campbell Tel: 07816753581

Ward Affected: Hollingdean & Stanmer;

Moulsecoomb & Bevendean; Patcham

ENVIRONMENT & SUSTAINABILITY MATTERS

36 WHEELED BIN RECYCLING

179 -228

Report of the Executive Director for Economy, Environment & Culture (copy attached).

Contact Officer: Tracy Phipps Tel: 01273 294724

Ward Affected: All Wards

37 ENFORCEMENT CONTRACT UPDATE

229 -

242

Report of the Executive Director for Economy, Environment & Culture (copy attached).

Contact Officer: Richard Bradley Tel: 01273 294701

Ward Affected: All Wards

38 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 20 October 2016 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

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For further details and general enquiries about this meeting contact John Peel, (01273 29-1058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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For further details and general enquiries about this meeting contact John Peel, (01273 29-1058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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Date of Publication - Monday, 3 October 2016

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 28 JUNE 2016

THE RONUK HALL, PORTSLADE TOWN HALL

MINUTES

Present: Councillor Mitchell (Chair) Atkinson, Deane, Greenbaum (Group Spokesperson), Janio (Opposition Spokesperson), Miller, Moonan, Robins, G Theobald and Wares

PART ONE

- 1 PROCEDURAL BUSINESS
- 1(a) Declarations of substitutes
- 1.1 There were none.
- 1(b) Declarations of interest
- 1.2 There were none.
- 1(c) Exclusion of press and public
- 1.3 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(I) of the Act).
- 1.4 **RESOLVED-** That the press and public not be excluded
- 2 MINUTES
- 2.1 **RESOLVED-** That the minutes of the previous meeting held on 15 March 2016 be approved and signed as the correct record.
- 3 CHAIRS COMMUNICATIONS
- 3.1 The Chair provided the following communications:
 - "I'd like to welcome our new Members of the committee; Councillor Deane, Councillor Moonan and Councillor Wares.

I also wish to record our thanks to Councillor Barradell who has sadly had to stand down as a councillor for family reasons.

Maggie's contribution as Deputy Chair of this committee was hugely valuable and her input will be missed.

Following last year's Committee approval of future plans for improving and investing in the city's electric vehicle infrastructure, I am pleased to be able to report that the procurement process has now been completed.

Over the next 3 years, we will be working with the national company, Charge Your Car, to upgrade and expand our electric vehicle charging points, especially to areas west and east of the city centre. We will also make them more widely available to drivers from across the region and country by improving and extending the membership arrangements. This will enable us to provide greater choice and contribute further to local reductions in harmful emissions from transport

We are currently tendering for a company to run the Bikeshare scheme and will be appointing a company in the autumn. The scheme will include a minimum of 430 bikes in around 39 locations and is expected to be operational by the summer of 2017. It is envisaged that in these 39 locations, there will be 15 docking points and there will be 11 priority station locations with 25 docking points and these would be the ones with the highest expected demand. The Bikehub locations will be finalised when the contractor is in place but they will be high density areas where people would find them most convenient; on commuter routes and near transport hubs like stations and they will have consistent coverage over the scheme area. There will be consultation through the traffic regulation order process and any representations as a result of advertising those orders will come back to the committee through the usual process. The council is looking for an operator to present a range options for hiring a bike to enable residents, workers, commuters and visitors to take advantage of a simple, effective and accessible system of travelling around Brighton and Hove by bike".

4 CALL OVER

- 4.1 The following items on the agenda were reserved for discussion:
 - Item 9: City Sustainability Action Plan 2015-2017
 - Item 10: Stanmer Estate Parks for People Approval of Grant Application
 - Item 11: Update on Chargeable Garden Waste Collection Service
 - Item 12: Wheeled Bin for Recycling Trial Update
 - Item 14: Area F (Fiveways) and Area G (Hollingbury Road/Ditchling Gardens)
 Parking Scheme Amendment Order
 - Item 15: Victoria Road Parking Proposals
 - Item 17: Parking Payment Systems
- 4.2 The Democratic Services Officer confirmed that the items listed above had been reserved for discussion and that the following reports on the agenda with the recommendations therein had been approved and adopted:
 - Item 8: Constitutional Matters: Environment, Transport & Sustainability Committee
 - Item 13: Hanover, Elm Grove & Craven Vale- Initial Parking Scheme Consultation Results
 - Item 16: TRO Objection- Haddington St/Close in Hove
 - Item 18: Non-Motorised Vehicles

5 PUBLIC INVOLVEMENT

(a) Petitions

(i) Surrenden Road Parking- Andrew Symes

- 5.1 The Committee considered a petition signed by 106 people requesting the introduction of a resident parking scheme on Surrenden Road.
- 5.2 The Chair provided the following response:

"Thank you for your petition.

At a Committee meeting last year it was agreed to proceed with a parking scheme in the Fiveways area which did not include Surrenden Road or other roads in the vicinity.

It was also agreed that if difficulties arise in roads outside the scheme area following its introduction in April then residents in the area would need to put together a petition at that stage.

Residents in roads just west and including Balfour Road came forward with a petition for a re-consultation on a parking scheme and this was agreed at a recent Committee meeting as it was felt these roads were suitable for inclusion.

Surrenden Road is lengthy with a number of side roads and closes that would require a more extensive design solution

Therefore, at this stage, Surrenden Road would need to be considered as part of a wider parking scheme. If residents come forward with a petition from the wider area then it can be considered for inclusion within the parking scheme priority timetable".

5.3 **RESOLVED-** That the petition be noted.

(ii) Traffic in Ovingdean- Barry Sugg

- 5.4 The Committee considered a petition signed by 143 people requesting the council take urgent action to control the volume, speed and behaviour of traffic on the stretch of Greenways and Ovingdean Road.
- 5.5 The Chair provided the following response:

"The council does sympathise with residents of Ovingdean with regard to the volume of traffic and anticipates that the majority of the traffic would be local to the immediate areas using the local access routes.

In response to your petition, officers will undertake monitoring of traffic speeds, volume and vehicle type in the coming weeks and will be happy to share those results with you when they are available. The Council does also appreciate that the perception of speeds can be just as important as the actual recorded speeds and that this is an important issue in making our streets feel safer and more pleasant and this is something we do factor into our reviews and monitoring of individual streets and areas.

Following the monitoring, I will ask officers from the council's Road Safety Team to meet with you to discuss any further measures that may be able to be taken to improve driver responsibility as they come through the village.

Any closure of Ovingdean Road would need to be considered very carefully with the views of residents in Longhill Road and Beacon Hill would need to be considered as those roads would inevitably suffer from displaced traffic."

5.6 **RESOLVED-** That the petition be noted.

(iii) Stanmer Park Road parking- Emma Rompani

- 5.7 The Committee considered a petition signed by 69 people requesting Stanmer Park Road be included in the Zone G resident parking scheme.
- 5.8 The Chair provided the following response:

"Thank you for your Petition

Over the next few months the Council will be taking into consideration the comments received from a number of roads in the area and discussing this with Ward councillors. Residents from a number of roads have been advised to outline their concerns in the form of a petition to enable the Council to gauge the strength of feeling for a resident parking scheme in certain areas following the introduction of the Hollingbury Road and Ditchling Gardens (Area G) parking scheme.

If any directly adjoining road or area is highlighted by residents then this could be considered within the parking scheme timetable which was agreed at the ETS Committee last year.

The petition also refers to people parking in Stanmer Park Road while shopping at Fiveways. However, it is worth highlighting that free short term parking is still available at Fiveways following the introduction of the residents' parking scheme

(Area F). Drivers can park for up to one hour outside shops and other businesses In Preston Drove, Ditchling Road and around the Fiveways junction".

- 5.9 **RESOLVED-** That the petition be noted.
- (b) Written Questions
- (i) Pedestrian Crossing, Church Road, South Portslade- Simon Clydesdale
- 5.10 Simon Clydesdale put the following question:

Traffic on Portslade's Church Road is increasing as Shoreham Port becomes busier & more successful and the i-360 attraction on the seafront is set to open, where the road is part of the recommended western approach sat nav route. Will the committee now take urgent action to ensure that the previously promised safe pedestrian crossing for families attending St Peter's School and for residents in the area is provided?

5.11 The Chair provided the following response:

"As you probably know, the council's Road Safety Team has carried out assessments to determine if the site in Church Road that is the focus of the ongoing campaign, met the council's agreed criteria for a crossing.

Those initial assessments showed that the location did not meet the criteria. Therefore, the council did propose two options to provide safer crossing facilities that included a

crossing being installed at another site in the vicinity, but this was not welcomed by local parents, and so the other option of implementing measures to reduce traffic speeds such as central islands, painted pinch points, an improved pedestrian refuge and electronic warning signs was approved and installed at the site favoured by local people and parents.

Church Road will be assessed again for a pedestrian crossing and this will identify any increases in traffic and numbers of pedestrians crossing Church Road. We will then be able to determine its priority as a location against other requests from across the city. The results of those assessments will be discussed at a further committee later on this year.

Finally, as you are aware we have been trying for some time to recruit a Crossing Patrol Officer for the site. I'm very pleased to announce that we have interviewed a successful candidate and subject to final checks, we are hopeful of this person being able to start before the end of term or at the latest in September.

Regarding your concerns about any possible impacts associated with the BA i360, I have been advised that the BA i360's website promotes the use of sustainable forms of travel and no longer recommends a specific route. The company is not directing people to travel through Portslade or to specifically use Trafalgar or Church Roads.

Of course, the council cannot control what information SatNav devices give to drivers as they optimise the best choice of route based on current road conditions."

5.12 Simon Clydesdale asked the following supplementary question:

"We understand that the council uses Pv2 methodology for pedestrian crossing assessments but the Department for Transport has confirmed that this method is outdated. What framework and adjustment factors were used three years ago to assess Church Road and when will you carry out this new re-assessment of the site and will you look at the methodology before you do so"

5.13 The Chair provided the following response:

"In terms of the technical detail you have requested, I would be very happy to ensure that you are provided with that in terms of what methodology was used for the assessment".

(ii) Play equipment at Hove Lagoon- Danny Stockland

5.14 Danny Stockland put the following question:

"Given the recent investment of £20,000 that the Big Beach Café has made to public play equipment at Hove Lagoon, and now that summer is upon us, we and other members of the newly-formed Friends of Hove Lagoon are hugely disappointed that the Council has failed to deliver on its promise of further items of play equipment and therefore request that the Chairman gives a firm date for installation as a matter of urgency".

5.15 The Chair provided the following response:

"Thank you for your question and the investment by the proprietors of the Big Beach Café in the play area at Hove Lagoon is most appreciated.

We apologise to the Friends of Hove Lagoon and to the proprietors of the Café for the delay in progressing the further improvements to the play area. An initial scheme had been designed for the available funding, but additional S106 funding is now available for play equipment. Therefore, rather than proceed with the original scheme, we are confident that we can bring forward an enhanced scheme for the play area and that is being developed.

We welcome your involvement in a working group from the Friends of Hove Lagoon so that we can achieve the best possible improvements to the play area, and also ensure that a firm date for installation can be established as soon as possible".

5.16 Danny Stockland asked the following supplementary question:

"Would you also please commit to working with the Friends of Hove Lagoon to bring focus on the issues of bin emptying, recycling, security, planting, landscaping and event organisation over the coming weeks, months and years?"

5.17 The Chair provided the following response:

"We can certainly commit to that, and I think you are asking for a more joined up approach from different council services which is really important"

(c) Deputations

(i) Traffic and Air Pollution in Rottingdean-Rottingdean Parish Council

- 5.18 The Committee considered a Deputation requesting the Committee to take a series of action to reduce traffic and air pollution on Rottingdean High Street.
- 5.19 The Chair provided the following response:

"Thank you for your deputation."

I am pleased to say that since 2010, overall air quality across Brighton and Hove has been improving thanks to sustained efforts in relation to the promotion of sustainable transport and other policies.

However, there are still some stubborn areas such as here in Portslade as indeed Rottingdean as well as some roads in the city centre.

The Council is fully committed to improving air quality in all areas of the city and is seeking to understand and tackle this problem through the Council's Air

Quality Action Plan and the Local Transport Plan because the primary cause of potentially harmful Nitrogen Dioxide emissions has been identified is transport, in its many forms.

The issues in Rottingdean are recognised by its designation as an Air Quality Management Area and relate to traffic volumes in that narrow High Street. This has been acknowledged in the development of the Local Transport Plan. Unfortunately, the Council finds itself in very challenging economic times. Therefore, has to prioritise its limited resources.

In November 2015 this committee considered and agreed new priorities for its Delivery Plan over the next few years. This was focused on local shopping areas based on a broad assessment framework which included air quality and other objectives.

The LTP programme assessment work concluded that other areas such as Station Road and Boundary Road in Portslade should be prioritised. And so improvements to Rottingdean High Street will need to be considered as part of any future, longer term programme.

Meanwhile, the council will continue to monitor the area and stay in touch with and communicate with the Parish Council on this matter"

- 5.20 **RESOLVED-** That the petition be noted.
- 6 ITEMS REFERRED FROM COUNCIL
- (a) Petitions
- (i) Farm Green Playground- Jane Van Ransberg
- The Committee considered a petition referred from the Full Council meeting of 24 March 2016 and signed by 783 people requesting the council renovate and improve Farm Green Playground.
- 6.2 The Chair provided the following response:

"Thank you for your petition and we do recognise the importance of play spaces to the development of children and young people.

As part of the background work progressing for the new Open Spaces Strategy, a review is being undertaken of all the play areas in the city. This review will help inform future decisions on the investment in play areas in light of the reducing financial resources available.

In the meantime, city parks officers have met with the friends group on two occasions and are working with them to improve the play equipment at Farm Green.

I'd like to thank you all for your involvement and very much hope that the council and the local community can continue to work on getting some improvements to the Playground."

- 6.3 **RESOLVED-** That the petition be noted.
- (ii) Pesticide-Free Brighton/Notice of Motion: Use of Pesticides
- 6.4 The Committee considered a petition referred from the Full Council meeting of 24 March 2016 and signed by 850 people requesting the council cease use of hazardous toxic pesticides and a Notice of Motion referred from the same meeting requesting the end of the use of glyphosate for weed killing and for the implementation of a trial in the use of non-chemical and mechanical alternatives for pesticide control.
- 6.5 The Chair provided the following response to both items due to the similarity in the topic matter:
 - "It is acknowledged that the reliance upon chemical methods of weed control is not sustainable.

It is in fact the International Agency on Cancer Research that are suggesting that glyphosate probably could cause cancer, not that it probably does, and there is a distinction between the two.

But he issue here is that now the issue has been raised there is a duty to ensure user safety is considered and Local Authorities and landowners will have to make alternative arrangements for a more integrated method of weed control and not just rely on weed killers.

It is important to remember that the Council complies with Control of Substances hazardous to Health Regulations 2002 (COSHH). This is quite important as it ensures the spread of herbicides to the area being treated and the frequency is confined to no more than necessary.

Where reasonably practicable to do so, alternative methods are used as mulching around trees and in parks and shrub beds.

Some non-native species such as Giant Hogweed and Japanese Knotweed are incredibly difficult to control and are a serious problem in many areas. Chemical applications are currently the only form of weed control for these particularly invasive species.

Government guidance exists in the form of DEFRA guidance, which the Council complies with, which again, makes clear the need for selective treatment rather than blanket coverage. EU directives are that we must "keep the use of pesticides to levels that are economically and ecologically justified.

We do only allocate a budget of £30,000 for weed control on our hard surfaces across the entire City, so our actual usage is quite low in reality.

The Council does also trial alternative solutions, such as steam treatment, foam products and flame devices. So far, these are not proven to be cost effective or a reasonably practicable solution to the problem.

We also need to remember that the Council has a legal duty to ensure footpaths are clear from trip hazards, which weeds can be a contributing factor toward.

We are again meeting with the Pesticide Action Network in July to see if they have any alternative suggestions that will enable the Council to maintain its statutory duties, within the small budget available that we have to carry out this activity. And I will speak to officers before the next contract is let".

- 6.6 Councillor Greenbaum asked for clarification that no new trials would be initiated.
- 6.7 The Waste Contracts & Projects Manager confirmed that the council would be trailing new methods and the council would shortly be receiving a report from the Pesticide Action Network that would set out their recommendations on alternative, pesticide free options. Trials would take place over August 2016.
- 6.8 The Chair stated that any suggestions on alternatives methods of weed control would be readily received.
- 6.9 **RESOLVED-** That the Committee note the petition and Notice of Motion.
- (iii) Withdean Park- Fenced Area for Dogs
- 6.10 The Committee considered a petition referred from the Full Council meeting of 24 March 2016 and signed by 1980 people requesting the council retain the fenced area of

Withdean Park used by local dog owners. The petition had been debated at the meeting of Full Council on 24 March.

6.11 The Chair provided the following response:

"The request made of this Committee by Full Council was to acknowledge Withdean Dog Walking Community as a group.

I am also pleased that the council has been working with your group to maintain the fences and replace the gates and thank you for all your efforts. I believe that you held a work day last Sunday and hope that went well.

6.12 **RESOLVED-** That the petition be noted and that Members agree the Council recognise Withdean Dog Walking Community as a community group.

7 MEMBER INVOLVEMENT

- (b) Written Questions
- (i) Zone G Parking- Councillor Hill
- 7.1 Councillor Hill was unable to attend the meeting. The Chair provided the following written response to the question.

"Overall we have issued 105 Resident permits in total for Zone G.

In Ditchling Gardens we have currently issued 17 permits and there are currently 26 Resident permit parking places available. Ditchling Close is a private area and no permits have been issued.

88 resident permits have been issued in Hollingbury Road and there are 102 Resident permit only spaces and 16 shared permit/paid spaces.

The Council has undertaken an extensive and detailed two stage consultation process for these schemes which have received full support. Therefore, as part of the overall process we intend to undertake a period of monitoring. If there are continued difficulties for residents in Ditchling Road and surrounding areas with their Area J permit and a number of spaces remain in Ditchling Gardens this should be evidenced in a deputation or petition to a future Environment, Transport & Sustainability Committee. Residents should also outline exactly their properties that would require an Area G permit i.e. those with a back garden onto Ditchling Gardens".

- (c) Letters
- (i) Tree Management Strategy- Councillors Janio and Druitt
- 7.2 Councillor Janio presented a letter requesting the committee consider a report within the next six months consisting of a schedule of work that would review the council's existing Tree Management Strategy whilst also recommending to the Economic Development & Culture Committee that they consider whether a new Supplementary Planning Document on Trees should be added to the City Plan Part 2 Framework.
- 7.3 The Chair provided the following response:

"Thank you for your letter which sets out the important role of trees have in the city. In terms of the Tree and Woodland Strategy I can confirm this was updated and agreed in 2008 in response to the 2007 Scrutiny Report. This sets out a clear strategy for managing the city's stock of trees and is available on the council's website. We can provide you with a link to the document.

In terms of planning decisions - there is a clear planning framework for assessing the impact of new development proposals on existing trees and prioritising planting of new trees particularly to improve the public realm. There are policies relating to trees in the Local Plan (QD11 Trees and Hedgerows) and the City Plan Part One (CP10 Biodiversity and CP13 Public Streets and Spaces). Detailed planning guidance on Trees and Development Sites (a supplementary planning document) was adopted in 2006. I am advised that the City Parks Team is currently looking at the wording of the standard planning conditions.

There is also an opportunity to address more detailed policy issues on trees in Part 2 of the City Plan – the Scoping Document was agreed recently and will be out consultation on 30 June for three months. You will have an opportunity to raise matters relating to policies for tree protection and planting in your comments on this."

- 7.4 Councillor Janio stated that he was pleased to hear that this issue was being considered and that a Tree & Woodland Strategy existed as he had been informed otherwise by officers.
- 7.5 **RESOLVED-** That the Letter be noted.
- (ii) Waste Enforcement- Councillors Janio and Greenbaum
- 7.6 Councillors Greenbaum and Janio presented a letter that outlined concerns regarding the conduct of the recently appointed contractor responsible for enforcement of antisocial waste and asked that a monitoring report detailing the results and feedback of the service be brought to the committee.
- 7.7 The Chair provided the following response:

"As part of the new strategy to reduce waste, increase recycling and have cleaner streets that was approved by this Committee and P&R Committee last year, it was agreed that we need to do something about the scourge of littering and fly-tipping, among other environmental crimes.

When that report was agreed, it committed to bringing a report before the committee after six months of operation and there will be a full update when we meet in October. Cllr Greenbaum, Richard Bradley the Acting Director and myself have had email correspondence about this over the past weeks and it has been made very clear that an update report on the service will come to ET&S Cttee in October in line with the recommendations to this committee and to P&R. That has never been in doubt but I am happy to confirm it again."

- 7.8 **RESOLVED-** That the Letter be noted.
- (iii) Hangelton Public Toilets- Councillors Barnett, Janio & Lewry

- 7.9 The Committee considered a letter from Councillors Barnett, Janio and Lewry that requested to keep the public toilets in Greenleas open all year round and to reverse the decision for closure of the public toilets sited at the Grenadier Parade.
- 7.10 The Chair provided the following response:

"Thank you for your letter and I can appreciate your concerns as ward councillors for this area.

You will remember that when the council's budget was set and supported by the Conservative Group, both the Labour Administration and the Conservative Group had put additional resources back into the public toilet budget. Unfortunately this did still leave a £40,000 saving to be made in that budget so officers had to work up proposals to set criteria to deliver those savings

The only way that savings of that magnitude can be realised is by either reducing opening hours or by closing some sites completely.

The criteria for analysing each site was based upon:

- · Level of Usage
- Destination park/green flag
- · Distance to alternative toilets
- Condition surveys
- Could opening/attendance be reduced without reducing the level of service
- · Winter opening
- · Investment required
- Future charging
- Contractor and operational feedback

Unfortunately, the sites in Hangleton did not rank high enough to be prioritised with the reduced funding available.

I appreciate that will be a disappointment to you and your fellow ward councillors and I would be happy to consider any alternative arrangements should you have any ideas or suggestions to that end."

- 7.11 **RESOLVED-** That the Letter be noted.
- (d) Notices of Motion
- (i) Extending Enforcement of Grass Verge Parking
- 7.12 The Committee considered a Notice of Motion referred from the Full Council meeting of 24 March 2016 that recommended the Committee extension of the current limited grass verge parking enforcement scheme to other areas of the city and options to do so be presented in a report to the committee at the earliest available opportunity, subject to resources.
- 7.13 The Chair provided the following response to the Motion:

"There are a number of issues to consider to take this forward.

Firstly there are the costs involved as recent no verge schemes in Mile Oak and the Surrenden area cost between £20,000 to £40,000.

Secondly there are the staff resources to undertake this work as currently project officers are busy dealing with an agreed parking scheme timetable.

In addition to the lack of financial and staff resources, we need to consider the displacement effects of continuing with a road by road approach or to see if a citywide prohibition may be possible – as in London.

We have contacted the Department for Transport to see if this would be possible and where areas suitable for footway parking could be signed as such.

We have received a reply from Andrew Jones MP, the Parliamentary Under Secretary of State, stating that "The DfT is at the stage of taking forward the concerns raised and we are examining the scope of research needed which will look more closely at the legal and financial implications of an alternative regime and the likely impacts on local authorities.

He goes on to say that the DfT would welcome input from this council as part of its evidence gathering.

I would propose that we continue to liaise closely with the DfT and lobby for these powers to be given to us."

- 7.14 **RESOLVED-** That the Committee notes the Notice of Motion.
- (ii) Use of Pesticides
- 7.15 As per minute Item 6 paragraph 6.4.
- 8 CONSTITUTIONAL MATTERS: ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE
- 8.1 RESOLVED-
- 1) That the committee's terms of reference, as set out in Appendix A to this report, be noted
- That the establishment of an Urgency Sub-Committee consisting of the Chair of the Committee and two other Members (nominated in accordance with the scheme for the allocation of seats for committees), to exercise its powers in relation to matters of urgency, on which it is necessary to make a decision before the next ordinary meeting of the Committee be approved.

9 CITY SUSTAINABILITY ACTION PLAN 2015-17

- 9.1 The Committee considered a report of the Acting Executive Director for Economy, Environment & Culture that provided the second six monthly update of the City Sustainability Action Plan since the plan was refreshed in 2015.
- 9.2 Councillor Miller referred to the comment made in the document regarding a lack of agreement between ward councillors and parish councillors in Rottingdean. Councillor Miller stated this this was expressly not the case and asked for the sentence to be removed.
- 9.3 The Chair confirmed that the reference would be amended.

- 9.4 Councillor Greenbaum enquired as to how an exit from the European Union (EU) would affect funding streams.
- 9.5 The Acting Executive Director for Economy, Environment & Culture clarified that it was still too early to be certain of the ramifications of the recent referendum result and officers had been advised by the Department for Communities & Local Government (DCLG) to take a 'business as usual' approach until the full picture was known.
- 9.6 Councillor Deane asked if the Citywide Garage Sale would be held again in 2016, if charity shops could be included in data collection for waste diverted from landfill and if the work of re-use organisations such as Freegle could be advertised on communal refuse bins as a method to reduce dumping of household goods.
- 9.7 The Chair stated that she was currently in discussion with officers at Cityclean about the signage on communal bins and this could be an item to take forward.
- 9.8 The Sustainability Programme Officer explained this was the first time data had been collected from Freegle on the tonnage of waste diverted from landfill. Whilst resource constraints meant it unlikely that data could also be collated from charity shops, it could be an option in the long-term. The Sustainability Programme Officer added that the Citywide Garage Sale would be going ahead again this year and would be co-ordinated by Cath Fletcher.
- 9.9 Referring to 3.1.5.8 of the Planning Action Progress report, Councillor Atkinson asked if Sussex Partnership Trust could be involved in work to help develop a healthy and sustainable hospital food and drink policy.
- 9.10 The Chair thanked Councillor Atkinson for a helpful suggestion and stated that the request would be relayed on.
- 9.11 Councillor Wares asked if the section on flood risk detailed on page 123 of the agenda should be expanded to include to include surface water flooding that affected the Patcham and Portslade areas of the city. Councillor Wares also asked whether officers responsible for delivering the actions detailed in the Key Performance Indicators (KPI's) also had some input into producing them.
- 9.12 The Sustainability Programme Officer confirmed that KPI's were jointly produced by the Sustainability Team and the officers responsible. Options for including surface water flooding would be reviewed for the next update.
- 9.13 Councillor Janio asked if the authority benchmarked KPI's against other authorities
- 9.14 The Sustainability Programme Officer confirmed that benchmarking was undertaken against similar authorities as comparison and for potential ways of working to learn from.
- 9.15 Councillor Robins asked if any feedback had been provided about the impact of the two rain gardens in Portslade had been provided given the recent flooding.
- 9.16 The Sustainability Programme Officer confirmed that the Flooding Officer had provided very positive feedback regarding the impact of the rain gardens.

- 9.17 Councillor Greenbaum noted that a decision had been made in July 2015 to stop using a 100% renewable energy tariff and asked if the impact of that was yet or would be known.
- 9.18 The Acting Executive Director for Economy, Environment & Culture stated that he would need to check with the council's Energy Team to clarify.
- 9.19 **RESOLVED-** That Environment, Transport & Sustainability Committee:
- 1) Notes the Action Progress Report in relation to the City Sustainability Action Plan (Appendix 1).
- Approves the City Sustainability Action Plan Key Performance Indicators list (Appendix
 and notes the City Sustainability Action Plan Key Performance Indicators 2015-16
 report (Appendix 3).

10 STANMER ESTATE, PARKS FOR PEOPLE APPROVAL OF GRANT APPLICATION

- 10.1 The Committee considered a report of the Acting Executive Director of Economy, Environment & Culture that provided information on progress made on the Heritage Lottery Fund (HLF) grant application for Stanmer Park and requested the Committee recommend to Policy, Resources & Growth Committee to approve the submission of the HLF application for the Stanmer Project to be made in August 2016.
- 10.2 Councillor Janio thanked officers for their hard work on the Stanmer Project thus far and noted his support for the report recommendations. Councillor Janio requested that Members be kept informed of the Stanmer Project as it progressed and that the Stanmer Project Board be retained as a method of retaining openness and Member input. Councillor Janio asked if officers had met with the new tenant of Stanmer House and representatives from Plumpton College.
- 10.3 The Parks Projects & Strategy Manager confirmed that officers had met with the new tenant and discussions had found their aspirations to be parallel with the council's position. A memorandum of understanding is being developed with Plumpton College to confirm their commitment to the project. The college would be sending a letter of intent to support to the application.
- 10.4 Councillor Greenbaum stated that whilst she was supportive of the plans in principle, she had reservations with regard to the provision of parking. Under the plans, parking spaces would be increasing substantially and that was a serious issue that had not been detailed thoroughly in the report.
- 10.5 The Chair stated that a decision on parking provision had not yet been reached and requested officers to elaborate further.
- 10.6 The Parks Projects & Strategy Manager stated that the Sustainable Travel Plan is still a draft and not a document that is an actual requirement of the HLF bid submission. It is intended to bring a report on a Traffic Regulation Order for parking in Stanmer Park to committee in October.

- 10.7 Councillor Janio noted that sustainable transport options from his ward and western areas of Hove were very poor so whilst he supported an increase in parking provision to enable people to travel to the Stanmer Estate, he acknowledged the finer details of the plans were yet to be decided and a position of compromise could be reached as the project progressed.
- 10.8 Councillor Theobald stated that he understood there would be an increase in events and hospitality at Stanmer House and it appeared logical that would necessitate an increase in parking provision.
- 10.9 Councillor Greenbaum stated that in her view, the question of parking provision was important to the project and she felt the committee should be discussing the matter in more depth.
- 10.10 RESOLVED- That the Environment, Transport & Sustainability Committee notes the progress made on the HLF bid outlined in this report and recommends that Policy, Resources & Growth Committee approve the submission of the HLF application for the Stanmer Project due to be made in August 2016.

11 UPDATE ON CHARGEABLE GARDEN WASTE COLLECTION SERVICE

- 11.1 The Committee considered a report of the Acting Executive Director, Environment, Economy & Culture that provided an update on progress on the chargeable garden waste collection service and requested the collection area be extended due to demand.
- 11.2 Councillor Wares stated that as a user of the service, he had found the collections to be excellent and he had received very positive feedback from his ward residents. Councillor Wares asked if the £52 payment could be made more flexible as some residents may find the one-off cost to be prohibitive.
- 11.3 The Waste Contracts & Projects Manager stated that this was an issue that had been considered however, the cost was based on a full year subscription and any savings would not be realised if residents made part payments and subsequently cancelled. Different options for payment would be monitored and kept under review.
- 11.4 Councillor Miller asked if a community loan, similar to that for bus travel provided by East Sussex Credit Union in partnership with Brighton & Hove Bus Company could be considered for this scheme in relation to those residents that could not afford the upfront payment.
- 11.5 The Acting Executive Director, Environment, Economy & Culture stated this was an option that could be looked into and examined further.

11.6 **RESOLVED-** That the Committee:

1) Subject to operational effectiveness (e.g. vehicle travelling) and where the original business case is still justified in terms of cost efficiency, authorises the Acting Executive Director of Environment, Economy and Culture to develop a strategy to better promote

- waste minimisation & recycling and extend the chargeable garden waste collection service to other areas of the City as set out in the body of this report.
- 2) Agrees the policy approved by ETS on 13th October 2015 on garden waste collections be extended to reflect 2.1 above. This policy is set out in paragraphs 4.5 to 4.7.
- 3) Agrees a further update report to be brought to ETS in June 2017, which will enable a full year of data to be presented to the Committee.

12 WHEELED BIN FOR RECYCLING TRIAL UPDATE

- 12.1 The Committee considered a report of the Acting Executive Director, Environment, Economy & Culture that provided an update on the wheeled bin recycling trial being undertaken in Hangleton and South Portslade wards. The update would allow a full business case to be presented to the committee at a later date subject to further analysis and community engagement to seek permission to implement wheeled bin recycling to all households across the city with the exception of the communal bin areas.
- 12.2 Councillor Janio stated that the scheme had received unanimous appraisal from residents in the Hangelton ward and he hoped the whole city could eventually benefit.
- 12.3 Councillor Miller noted that the trial had led to an increase in recycling rates of 1.1kg per household and asked what that figure represented as a percentage of overall household waste.
- 12.4 The Chair stated that precise figures would be sought and an update provided.
- 12.5 Councillor Robins welcomed the results of the trial adding there was a clear visual reduction in general refuse in South Portslade.
- 12.6 **RESOLVED-** That the Committee:
- 1) Notes the progress made against previous recommendations with regard the use of wheeled bins to collect materials for recycling.
- 2) That a full business case is presented at October Environment, Transport & Sustainability Committee, to seek permission for wheeled bin recycling to be implemented across the city, subject to an audit of appropriate streets / properties for the appropriateness of an additional wheeled bin.

13 HANOVER, ELM GROVE & CRAVEN VALE – INITIAL PARKING SCHEME CONSULTATION RESULTS

- 13.1 **RESOLVED-** That the Committee approves:
- 1) That a detailed design proposal for a resident parking scheme as a 9am-8pm or light touch (two periods during the day) and either Monday to Sunday or Monday to Friday be consulted upon in the whole area apart from the Craven Vale area. (Appendix A).

2) That a detailed design proposal for a resident parking scheme as a 9am-8pm (Monday to Sunday or Monday to Friday) parking scheme or an extension to Area U (light touch scheme) be consulted upon in the Craven Vale area (Appendix A)

14 AREA F (FIVEWAYS) AND AREA G (HOLLINGBURY ROAD / DITCHLING GARDENS) PARKING SCHEME AMENDMENT ORDER

- 14.1 The Committee considered a report of the Acting Executive Director, Environment, Economy & Culture that set out support, comments and objections to an Amendment Traffic Order for the recently implemented Fiveways parking scheme Area F and Hollingbury Road and Ditchling Gardens (Area G). The Amendment Traffic Order included a number for changes made during implementation of the schemes along with the proposed relocation of a taxi rank from Hollingbury Terrace to Ditchling Road and double yellow lines in Adams Close.
- 14.2 The Parking Infrastructure Manger noted that further representations had been received after publication of the agenda and circulated to Members. In response to the issues raised, the Parking Infrastructure Manager explained that the proposed shared bay for taxi rank and loading bay was designated for use at separate times with the taxi rank effective between the hours of 6pm-6am and was therefore not contrary to the provisions of the Local Government Miscellaneous Provisions Act 1976. In relation to the other concerns expressed, the Parking Infrastructure Manager stated that the council would work with the Hackney Carriage Office to consider taxi rank requirements as had been done previously. If suitable nearby locations and funding were found, a proposal could be agreed via a traffic order at a later date.
- 14.3 Councillor Janio stated that after careful consideration, he was minded to support the Hollingbury Terrace taxi rank being reduced from three spaces to two rather than removed and that the rank remain designated as such for 24 hours a day. Councillor Janio noted that the recommendations were of a technical nature and sought legal advice as to how to word a motion to formally propose that view.
- 14.4 The Deputy Head of Law stated that in order to word and move a motion, technical advice was required on which Order detailed in the recommendation related to the Hollingbury Terrace taxi rank. Once that was clear, a motion to add an additional recommendation could be moved.
- 14.5 The Parking Infrastructure Manager clarified that one Order related to removing the rank and another re-locating it.
- 14.6 The Chair adjourned the meeting at 18.05 in order to seek legal clarification.
- 14.7 The meeting reconvened at 18.10.
- 14.8 On behalf of the Conservative Group, Councillor Janio moved the following motion to amend recommendation 2.1 as shown in bold italics below:
 - 2.1 That the Committee is recommended to (having taken into account of all the duly made representations and objections):

Approve the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (Ref: TRO-11a-2016) and Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (Ref: TRO-11b-2016) *that do not relate to the taxi rank in Hollingbury Terrace*

- 14.9 Councillor Wares seconded the motion.
- 14.10 Councillor Deane stated that on the basis of the information provided, she would be supporting the motion as it was a position of compromise.
- 14.11 The Chair then put the motion to the vote which passed.
- 14.12 The Chair then put the recommendations as amended to the vote which passed.
- 14.13 **RESOLVED-** That the Committee is recommended to (having taken into account of all the duly made representations and objections):

Approve the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (Ref: TRO-11a-2016) and Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (Ref: TRO-11b-2016) that do not relate to the taxi rank in Hollingbury Terrace

15 VICTORIA ROAD PARKING PROPOSALS

- 15.1 The Committee considered a report of the Acting Executive Director, Environment, Economy & Culture that provided an update on the current situation for the additional parking restriction proposals in Victoria Road and sought approval of the traffic order necessary.
- 15.2 Councillor Robins stated that ward councillors were very supportive of the proposals following consultation with residents. The proposals would lead to an increase of 27 spaces on the south side of Victoria Road and a four hour parking time limit. Parking on Victoria Road was often constrained due to customers visiting local car franchises.
- 15.3 Councillor Greenbaum noted her concern that the proposals may lead to more difficulty in navigating the road for larger vehicles including an increase in waiting situations.
- 15.4 The Parking Infrastructure Manager confirmed that there were one or two places along the road where there would be parking on both sides of the road and the intention was for vehicles to be permitted to stop at double yellow lines and allow other vehicles through. The Road Safety Team had been consulted on the proposals and they were confident that the proposals did not represent any safety or traffic management complications.
- 15.5 Councillor Wares noted that the proposals went against the policy of only considering traffic conditions inside controlled parking zones. Councillor Wares noted that £2,000 had been assigned from the disposal of Portslade Town Hall for the advertising of traffic orders and asked how the works would be paid for subject to approval.

- 15.6 The Parking Infrastructure Manager confirmed that £2,000 covered the traffic orders, lining and signage and any maintenance of the lining.
- 15.7 Councillor Greenbaum stated that she had not received sufficient assurance that alternative proposals had been considered for people travelling to Portslade Town Hall and could not support the report recommendations.
- 15.8 Councillor Robins stated that the proposals did not relate to transportation access to Portslade Town Hall but providing sufficient parking for local residents.
- 15.9 **RESOLVED-** Having taken into account the objection received the Committee agrees to make the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.X 201X as advertised.

16 TRO OBJECTION - HADDINGTON ST/ CLOSE IN HOVE

16.1 **RESOLVED-** That the committee agrees to adopt the Traffic Regulation Order amendment TRO-9a-2016.

17 PARKING PAYMENT SYSTEMS

- 17.1 The Committee considered a report of the Acting Executive Director for Economy, Environment & Culture that set out evaluated procurement options for the procurement of Pay & Display machines and requested the committee to recommend to Policy, Resources & Growth Committee to approve the preferred option for the reasons set out in the report.
- 17.2 Councillor Janio noted his long-running concerns regarding new and differing methods of parking payment systems and the speed of that change. Councillor Janio stated his concern that the new systems were a detriment on the basis of equality for some residents, particularly the elderly who may not own a mobile phone or could not adapt to the rapid change in new systems.
- 17.3 Councillor Miller stated that there were serious flaws with the financial case made for the preferred option (Option 3). Councillor Miller noted that there was a £1.6m one-off capital cost between Option 1 that would upgrade existing machines to accept the new £1 coin and Option 3 that would replace existing machines with 330 card-only Pay and Display machines and upgrade 150 machines to accept the new £1 coin and card payments. Councillor Miller stated that a £1.6 million one-off cost was not a justifiable expenditure for a new system that he felt many residents would find an inconvenience. Furthermore, Councillor Miller noted that Option 3 would only realise a £25,000 annual operational revenue cost saving compared to Option 1. On that basis, he could not see a justifiable reason to support the recommendation of the report.
- 17.4 The Policy & Development Manager stated that the report stressed the age of the current stock of Pay & Display machines. Much of the council's stock of Pay & Display machines were now 15 years old and required replacement. The existing machines had an expected life-span of 7-10 years. Furthermore, there had been 51 thefts of cash Pay & Display machines in the first three months of the year so replacing cash machines

with card only machines would represent a reduction of risk and expense in cash collection operationally. The Policy & Development Manager also referred to the impact of the recent loss of significant revenue due to the collapse of the council's cash collection contractor.

- 17.5 Councillor Miller noted that the risk of theft, operational cost and cost of replacement was also factored into Option 1 that did not include capital costs of £1.6 million. Councillor Miller reiterated his view that a card payment system would be an inconvenience to a large portion of residents and visitors using the machines.
- 17.6 The Chair stated that card payment was a very common form of payment noting that 95% of the population now owned a bank card and car drivers would need a bank account for insurance and tax purposes.
- 17.7 Councillor Atkinson stated that Option 3 was compelling firstly because it would improve and consolidate the council stock of Pay & Display machines and secondly, it provided residents and visitors the option to pay using a bank card or cash in more locations. Councillor Atkinson noted that the consultation results demonstrated that 78% of people wanted a card payment option to pay for parking, and there would be no extra fee or charge to users paying by card. Furthermore, there had been a loss to the council of £150,000 since 2008 due to theft from Pay and Display machines and increasing the number of card-only machines and reducing the cash amounts stored in card and cash Pay and Display machines would help reduce risk to the council in lost income.
- 17.8 Councillor Theobald stated that he had not received justification on why £1.6 million of capital expenditure was required particularly in light of the council's financial position.
- 17.9 The Head of Transport stated the benefits of recommended Option 3 were clearly set out in the table and that that some of the Pay & Display machines would have to be replaced anyway due to age and poor condition and the capital investment would provide opportunity to upgrade the council's stock to incorporate a more modern form of payment.
- 17.10 Councillor Robins stated he refuted the assertion that card payment would be an inconvenience particularly as significant amounts of change was required to pay at certain locations, which would be an inconvenience in itself.
- 17.11 Councillor Miller stated that he agreed with the observations made by Councillor Robins but the report was clear that the annual machine replacement was included in the report under Option 1.
- 17.12 The Chair cautioned that the new £1 coin would be in circulation very soon and there would be significant risk to the council if it did not make arrangements for that in the short-term.
- 17.13 Councillor Janio stated that officers should be tasked with presenting the financial information detailed in the report in a clearer manner and an urgency sub-committee could be convened to re-consider the report once that was complete.

- 17.14 In view of the debate, the Chair proposed deferring a decision on the preferred option of procurement on the basis that clearer and more detailed financial information be presented to Policy, Resources & Growth Committee for their scheduled consideration of the report on 14 July 2016.
- 17.15 The Committee agreed to the proposal made by the Chair.
- 17.16 **RESOLVED-** That the Environment Transport and Sustainability Committee:
- 1) Notes the procurement options evaluated in this report and recommends that Policy, Resources & Growth Committee considers the report's recommendations for the procurement of Pay and Display machines, for the reasons explained in the report.
- 18 NON-MOTORISED VEHICLES
- 18.1 **RESOLVED-** That the committee agree the new policy to deal with NMV's on the public highway.
- 19 ITEMS REFERRED FOR FULL COUNCIL

The meeting concluded at 6.45pm

19.1 No items were referred to Full Council for information.

Signed		Chair
Dated this	day of	

Agenda Item 24(a)

Brighton & Hove City Council

Subject: Petitions

Date of Meeting: 11 October 2016

Report of: Monitoring Officer

Contact Officer: Name: John Peel Tel: 29-1058

E-mail: john.peel@brighton-hove.gov.uk

Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:
 - taking the action requested in the petition
 - considering the petition at a council meeting
 - holding an inquiry into the matter
 - undertaking research into the matter
 - holding a public meeting
 - holding a consultation
 - holding a meeting with petitioners
 - referring the petition for consideration by the council's Overview and Scrutiny Committee
 - calling a referendum

3. PETITIONS

3. (i) Speed bumps on Ovingdean Road- Anna Taylor

To receive the following petition signed by 220 people

"We the undersigned petition Brighton & Hove Council to install speed restricting bumps to enforce the 20mph limit coming around the blind bend on the steep hill of Ovingdean Road".

3. (ii) Public review of Elm Grove/Lewes Road junction- Dani Ahrens

To receive the following petition signed by 781 people

"We the undersigned petition Brighton & Hove Council to urgently undertake a thorough review of the junction of Elm Grove and Lewes Road, involving public engagement on a wide range of options for making the junction safer for people on bikes and on foot".

3. (iii) Parking Zone U- Charles Baines

To receive the following petition signed by 51 people

"We the undersigned petition Brighton & Hove Council to change parking zone U to a 9-8pm pay and display zone".

3. (iv) Event Parking in East & North Moulsecoomb- Spencer Carvill

To receive the following petition signed by 230 people

We the undersigned are concerned citizens who urge our leaders to act now to make these changes as soon as possible. Preferably to make the Zone D smaller, to start from the North of Moulsecoomb way, and cover East & North Moulsecoomb.

3. (v) Zone G Parking- Laura Gunns

To receive the following petition signed by 98 people

We the undersigned petition Brighton & Hove Council to ask for Ditchling Gardens to be reinstated as Zone J. The recent change of Ditchling Gardens from Zone J to Zone G has had a significant negative impact on local residents being able to park in Ditchling Road and the surrounding streets.

ENVIRONMENT, TRANSPORT & Agenda Item 24 (b) SUSTAINABILITY COMMITTEE 11 October 2016 Brighton & Hove City Council

WRITTEN QUESTIONS

(i) Powered Two Wheelers in bus lanes: Mark Greening

In 2014 there was unanimous agreement at Committee regarding use of Powered Two Wheelers in three bus lanes. Access in two lanes continues but three years on, Lewes Road still sees PTWs excluded. Motorcyclists have been patient but now want to hold the Council to account.

Without access to bus lanes the available width of space for riders, adversely affects our safety. In addition to better protecting bikers as a vulnerable road user group other benefits include:

- · road space in a crowded city
- Environmental benefits

Could an explanation for the delay be given and a clear timescale provided?

ENVIRONMENT, TRANSPORT & Agenda Item 24 (c) SUSTAINABILITY COMMITTEE Brighton & Hove City Council

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes.

Deputations received:

11 October 2016

(i) Deputation: St Margaret's Place, Loading Only zone removal- John Clinton

Copy attached overleaf

Deputation governing TRO-16-2016 in St. Margarets Place Loading Only zone removal

A precedence has been set by the House of Piccolo case in Portslade. They wanted to 'regularize' Sunday deliveries against the wishes of residents. Councillor Les Hamilton said, "the road was being used as a loading area with 40 tonne lorries and fork lift trucks". Carol Theobald said, "It's not fair on the residents. Enforcement was needed". The situation in St. Margarets Place is strikingly similar.

A point of procedure may not have been met by the Metropole and Sussex Heights. This concerns submissions possibly breaching the deadline of 22nd July. Richard Hopton a director of the Metropole told me weeks after the deadline the council had agreed to accept their and Sussex Heights submissions even though the deadline had passed. If true I would with respect request both submissions be withdrawn and have no influence on the final decision.

Late submissions, contrary decisions, missing notices on lamp posts put together suggest an attempt to manipulate the outcome.

The hotel have enough space without this zone. They have two loading bays in St. Margarets Place, A loading bay and parking area along Cannon Place. A loading bay in Queensbury Mews. They can use the Loading zone in Cannon Place and the zone at Black Rock.

Planning consent (No. BN 80/2079 says loading/unloading shall only take place in the building to avoid traffic congestion and to protect the amenities of the occupiers of adjoining building(s).

Access to Sussex Heights for emergency vehicles is compromised by hazardous parking.

Vehicles line the street, park on pavements, unload in the street, are noisy and in the worst cases drivers abuse residents when asked to switch off their engines. Pedestrians find it difficult to use the pavement, Wheelchair users and mothers with push chairs have to weave around parked vehicles. These people live here and have a right to access.

Two years ago the street was controlled by double yellow lines and two chevrons. In 2014 TRO-16-2016 was implemented at the behest of the Metropole because some vehicles were ticketed and they needed more space. This has created an area of some size which attracts people to wait, sometimes unload, and park overnight opposite our front door. It is an infringement of our right for peaceful existence.

Charles Field saw the need for change and said, "Due to the evidence (photos) received we are intending to propose a change to remove the loading bay", thus acknowledging the bay is a mistake.

Before the change a CEO could move vehicles on or issue a FPN. Now we are governed by the 10 minute rule often abused creating uncertainty in the mind of CEO's. Thus have our rights been diminished. St. Margarets Place is a residential street in a conservation area with three listed buildings. It should have the protection of the council's environmental goals and not be pressurised by commercial interests.

The TRO does not meet the requirements of the Road Traffic Regulation Act 1984 viz. Under 1 Legislation sections 1(a),1(b), 1(c), 1(d), 1(e), 1(f), Under 3 section 2 What TROs can be used for (2)(a), (2)(c), (4)(b) Under 3.1 Banning lorries from residential areas.

See attached notes.

John Clinton, 21st September 2016 Page 1 of 3

Under 1 Legislation section (1a), for avoiding danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising, The TRO exacerbates the problem.

1(b) for preventing damage to the road or to any building on or near the road.

St. Margarets Place is a narrow cul-de-sac designed as a residential street is unsuitable for large trucks up to 44 tonnes. Damage to property has occurred. Fences to protect pavements have been damaged. Pavements cracked.

1(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or (d).... Parked and double parked vehicles do not facilitate the passage of vehicles or pedestrians entering the street.

1(d) The law says for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.

The installation of the loading zone has increased rather than prevented the use of the road by vehicular traffic by giving tacit permission to unloading in the street. These vehicles dwarf the residential buildings emitting noise and pollution.

A mobile fun fair comprising a large diesel tractor, and trailer a 4 X 4 vehicle all used by the hotel for social events. This is a fairly regular visitor to St. Margarets Place disrupting the street with its sheer size, noise and diesel pollution. As given above it is unsuitable for the area and does not meet loading only restrictions.

1(e) without prejudice to the generality of a paragraph (d) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or. Pedestrians, in particular Sussex Heights residents and visitors find difficulty in finding a way through parked vehicles. Clearly St. Margaret Place is specially suitable for pedestrians. They are the ones affected. Children use the street, when empty of traffic.

1(f) for preserving or improving the amenities of the area through which the road runs. Lining the street with vehicles does not preserve or improve the area. It degrades it.

Under 3 Section 2 What TROs can be used for. (a) requiring vehicular traffic, or vehicular traffic of any class specified in the order, to proceed in a specified direction or prohibiting its so proceeding;

(c) prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. (4)(b) prohibiting.... the use of heavy commercial vehiclesin such zones or on such roads as may be specified. as they consider expedient for preserving or improving the amenities of their area.....

Under 3.1 Banning Iorries from residential streets.section 2(4) allows TRO's to restrict the use of heavy commercial vehicles. The definition of a heavy commercial vehicle.....exceeding 7.5 tonnes. This is the maximum laden weight of a vehicle not drawing a trailer,.....one or more trailers. Large articulated lorries and those with trailers are unsuitable in St. Margarets Place. Some are forced to unload in the street blocking the highway. They limit access for others.

Supporters of this deputation Spokesperson, John Clinton,

Jo Clinton,
Davide Gatti,
Tom Coady,
Tom Druitt Regency ward councillor
Suzanne Hinton,
Nicole Svatek,
Kayla Griffiin,
Trevor, Ca
Fozija Greeb,
Isabel Madejz,
Gisella Mattera,

John Clinton, 5 St. Margarets Place, BN1 2FD

21st September 2016 Page 2 of 3































ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 25 (a)

Brighton & Hove City Council

Subject: Items referred from 21 July 2016 Full Council

meeting- Deputations

Date: 11 October 2016

Report of: Monitoring Officer

Contact Officer: Name: John Peel Tel: 29-1058

E-mail: john.peel@brighton-hove.gov.uk

Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive any Deputations referred from the Full Council meeting of 21 July 2016.

2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:
 - taking the action requested in the petition
 - considering the petition at a council meeting
 - holding an inquiry into the matter
 - undertaking research into the matter
 - holding a public meeting
 - holding a consultation
 - holding a meeting with petitioners
 - referring the petition for consideration by the council's Overview and Scrutiny Committee
 - calling a referendum

3. PETITIONS

3. (i) Road Safety- Marine Gate- Councillor Mears

To receive the following petition referred from the meeting of Full Council on 21 July and signed by 142 people

"We, the undersigned ask that the Council: 1) Install a controlled crossing for pedestrians in front of Marine Gate, 2) install associated traffic speed and traffic noise reduction measures, 3) take steps to eliminate the antisocial noise emanating from the Marina car park area, especially at night"

3. (ii) Rottingdean Traffic & Air Pollution- Lynne Moss

To receive the following petition debated and referred from the meeting of Full Council on 21 July and signed by 1309 people

"We the undersigned petition Brighton & Hove Council to take action, at the earliest possible opportunity, to address and provide solutions to the poor air quality in Rottingdean's historic High Street. This unacceptable air quality, that consistently exceeds EU and UK legal limits, is caused in the main by diesel emissions from the high volume of traffic passing through the High Street, which is a designated Air Quality Management Area".

Note: Following the meeting of Full Council on 21 July at which the petition was presented, further signatures to the petition from 52 shop owners and two letters of support were received

Minute extract overleaf as Appendix 1

3. (iii) Reintroduce scratch card voucher parking – Councillor Brown

To receive the following petition debated and referred from the meeting of Full Council on 21 July and signed by 1714 people

"We the undersigned petition Brighton & Hove Council to reintroduce scratch card voucher parking alongside the new pay-by-phone system to give residents and visitors a genuine choice over how they pay for parking in the City.

Minute extract overleaf as Appendix 2

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

4.30pm 21 JULY 2016

COUNCIL CHAMBER, BRIGHTON TOWN HALL

MINUTES

Present: Councillors West (Chair), Marsh (Deputy Chair), Allen, Atkinson, Barford, Barnett, Bell, Bennett, Bewick, Brown, Cattell, Chapman, Cobb, Daniel, Deane, Druitt, Gibson, Gilbey, Greenbaum, Hamilton, Hyde, Hill, Horan, Inkpin-Leissner, Janio, Knight, Lewry, Littman, Mac Cafferty, Meadows, Mears, Miller, Mitchell, Moonan, Morgan, Morris, Nemeth, A Norman, K Norman, O'Quinn, Page, Peltzer Dunn, Penn, Phillips, Robins, Simson, Sykes, Taylor, C Theobald, G Theobald, Wares, Wealls and Yates

PART ONE

18 PETITIONS FOR COUNCIL DEBATE

The Mayor stated that the council's petition scheme provided that where a petition 18.1 secured 1,250 or more signatures it could be debated at a Council meeting. He had been notified of four such petitions which had sufficient signatures to warrant a debate and therefore would call on the lead petitioner to present their petition before opening the matter up for debate.

(b) **Rottingdean Air Quality & Traffic Petition**

- 18.11 The Mayor invited Nigel Smith to present calling upon the Council to take action to address air quality and traffic in Rottingdean. The Mayor also explained that Item 23(d) - Notices of Motion: Rottingdean Air Quality would be considered with this item.
- 18.12 Mr Smith thanked the Mayor and explained that due to traffic congestion Rottingdean High Street was designated as an air quality management area (AQMA) and it exceeded EU air quality limits; the effects of prolonged exposure to pollution were also highlighted. The level of traffic passing through the village also increased the potential for accidents. The Parish Council were supportive of actions to address the problem, and it was argued that preference had been given to air quality management schemes in the west of the city. Council were asked to address the issues in relation to air quality at the earliest opportunity, and the specific actions requested were outlined in the body of the petition.
- 18.13 Councillor Hyde moved the Notice of Motion listed in the agenda on behalf of the Conservative Group. She stated that the impetus for the Notice of Motion had been a

previous deputation to the Environment, Transport & Sustainability Committee, calling for traffic modelling as a means to reduce pollution; the deputation had been noted. Children and the elderly were most affected by the pollution and there were two primary schools just off the High Street in Rottingdean. There were also a number of residential properties in the High Street, and the vehicles could be as close as 1 metre from people's living room windows. Councillor Hyde noted comments made by Councillor Mitchell in relation to Labour Party Support for a clean air act; which stated that improvements had been made in Rottingdean, but there was still much to do. It was hoped that the request to bring a report to would receive the support of Council.

- 18.14 Councillor Miller formally seconded to motion and stated that the Notice of Motion was in response to the disappointing receipt of the Parish Council's deputation, namely that there was not sufficient LTP funding. Some of the issues and the impact were highlighted, and it was stated that this traffic build up in the east of city had a knock on effect. Councillor also noted that the City Plan had identified additional housing in the ward and this would only seek to add to the existing problems.
- 18.15 Councillor Page proposed an amendment on behalf of the Green Group and thanked the petitioners and the ward Councillors for bringing attention to the issue; he noted that Portslade was also in an AQMA and there were a number of other hotspots in the city that had issues with air quality management. He noted that the Environment, Transport & Sustainability Committee needed to consider carefully what could be done in these areas and some funded should be found to address this. Councillor Page went on to highlight that the Conservative Chair of the Environment, Food & Rural Affairs Select Committee had stated that poor air quality was harming health nationally and figures suggested that it accounted for 40,000 to 50,000 premature deaths each year; this equated to approximately 200 within the city.
- 18.16 Councillor Deane formally seconded the amendment and stated that the Green Group were in support of the motion, but were proposing an amendment on the basis that it was important to seek to reduce traffic wherever possible. Councillor Deane highlighted proposed measures that the previous Green Administration had undertaken; she highlighted her sympathy with residents in Rottingdean and noted that the Green Group were seeking to encourage the use of alternative means of transportation to the car where possible.
- 18.17 Councillor Mears highlighted that this was not a new problem for the city and noted that some steps had been taken by the previous Green Administration. Council had already heard a deputation from residents in Woodingdean as many of these problems started from traffic on the Falmer Road into Rottingdean. The area was semi-rural and hilly, and, whilst many residents relied on it, the bus service was not good in the area forcing many to use cars as the only means of transportation. Councillor Mears urged the administration to look carefully at residents' concerns and requests.
- 18.18 Councillor Mitchell responded to the debate and stated that the Administration supported the Notice of Motion, and highlighted that the principle cause of harmful emissions was cars and vans. Air quality in Rottingdean High Street had been measured regularly since 2013, whilst it had improved, this had now stalled. Options around parking and redirecting traffic were not necessarily suitable as they could create block backs elsewhere in the city. It was noted that the spending in the LTP was already

committed, but other funding methods could be potentially considered. Councillor Mitchell noted that the work the Green Group amendment proposed would already be undertaken by the LTP and therefore the amendment was unnecessary. It was important to look at how funding could be used to unlock housing and provide jobs, which had to be the basis on any transport bid to Central Government. Councillor Mitchell concluded by stating she would be happy to receive a report to the Environment, Transport & Sustainability Committee to consider all of these issues.

- 18.19 Councillor Hyde spoke in response to the debate and stated that that the proposed amendment to the Notice of Motion would not be accepted. She thanked Councillor Mitchell's for her positive contributions. In response to comments from Councillor Deane she noted that the bus on the seafront A259 had made traffic problems much worse in that area, and the pollution had increased since the opening of the bus lane on the Lewes Road.
- 18.20 The Mayor then put the recommendations in the petition report to the vote, these were **carried**.
- 18.21 **RESOLVED** That the petition is noted and referred to the Environment, Transport & Sustainability Committee for consideration at its meeting on 11 October 2016.
- 18.22 The Mayor then put the proposed Green Amendment to the Conservative Notice of Motion, this was **lost** 11 to 42 as set out below:

		For	Against	Abstain		For	Against	Abstain
1	Allen		Х		Marsh		Х	
2	Atkinson		Х		Meadows		Х	
3	Barford		Х		Mears		Х	
4	Barnett		Х		Miller		Х	
5	Bell		Х		Mitchell		Х	
6	Bennett		Х		Moonan		Х	
7	Bewick		Х		Morgan		Х	
8	Brown		Х		Morris		Х	
9	Cattell		Х		Nemeth		Х	
10	Chapman		Х		Norman A		Х	
11	Cobb		Х		Norman K		Х	
12	Daniel		Х		O'Quinn		Х	
13	Deane	✓			Page	✓		
14	Druitt	✓			Peltzer Dunn	✓		
15	Gibson	✓			Penn		Х	

16	Gilbey		Х	Phillips	✓		
17	Greenbaum	✓		Robins		Х	
18	Hamilton		Х	Simson		Х	
19	Hill		Х	Sykes	✓		
20	Horan		Х	Taylor		Х	
21	Hyde		Х	Theobald C		Х	
22	Inkpin-Leissner		Х	Theobald G		Х	
23	Janio		Х	Wares		Х	
24	Knight	✓		Wealls		Х	
25	Lewry		Х	West	✓		
26	Littman	✓		Yates		Х	
27	Mac Cafferty	✓					
				Total	11	42	

^{18.22} The Mayor then put the Notice of Motion as listed to the vote this was **carried** unanimously.

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

4.30pm 21 JULY 2016

COUNCIL CHAMBER, BRIGHTON TOWN HALL

MINUTES

Present: Councillors West (Chair), Marsh (Deputy Chair), Allen, Atkinson, Barford, Barnett, Bell, Bennett, Bewick, Brown, Cattell, Chapman, Cobb, Daniel, Deane, Druitt, Gibson, Gilbey, Greenbaum, Hamilton, Hyde, Hill, Horan, Inkpin-Leissner, Janio, Knight, Lewry, Littman, Mac Cafferty, Meadows, Mears, Miller, Mitchell, Moonan, Morgan, Morris, Nemeth, A Norman, K Norman, O'Quinn, Page, Peltzer Dunn, Penn, Phillips, Robins, Simson, Sykes, Taylor, C Theobald, G Theobald, Wares, Wealls and Yates

PART ONE

18 PETITIONS FOR COUNCIL DEBATE

The Mayor stated that the council's petition scheme provided that where a petition 18.1 secured 1,250 or more signatures it could be debated at a Council meeting. He had been notified of four such petitions which had sufficient signatures to warrant a debate and therefore would call on the lead petitioner to present their petition before opening the matter up for debate.

(a) **Reintroduce Scratch Card Voucher Parking**

- The Mayor invited Councillor Brown to present the petition calling on the Council to 18.1 reintroduce scratch card voucher parking across the city.
- 18.2 Councillor Brown stated that the petition had received a large number of signatures which demonstrated the strength of feelings across the city. Many people did not have a mobile phone and found the current system to be confusing. It was also more difficult for the elderly, and when the weather was bad; the introduction of more debit/credit card machines would help, but some people still would have problems actually finding the machines. The current system also caused problems for shopkeepers, and it was felt that scratch card parking would be a cheaper solution.
- 18.3 Councillor Mitchell responded to the petition and stated that the previous scratch card parking system had covered a small area of the city until 2008 and had been stopped at that time as it was too expensive to operate, as well as mistakes which lead to fines. The reintroduction would also need to be accompanied by new signage that would be costly to provide. The Policy, Resources & Growth Committee had agreed, the previous

week, to retaining 150 cash machines as well 'pay by cash' points and well as an increased number of debit/credit card machines. It was highlighted that 92% of people now used bank cards.

- 18.4 Councillor Gibson moved the amendment on behalf of the Green Group and stated that there was concern some people were struggling and many residents would welcome the reintroduction of scratch card parking vouchers; the amendment sought to ensure the matter was properly considered.
- 18.5 Councillor Greenbaum formally seconded the amendment.
- 18.6 Councillor Bennett noted that the Conservative Group were supportive of the amendment.
- 18.7 In response to the debate Councillor Mitchell highlighted the recent awards that the Council had achieved for its parking services, and noted her faith in the contactless card payment system, as well as the advantage of having less money physically in machines on the streets which had historically been a target for thefts.
- 18.8 The Mayor then put the proposed amendment from the Green Group to the vote; this was **carried** by 30 votes to 23.
- 18.9 The Mayor then put the recommendation, as amended, to the vote and these were carried unanimously.

18.10 **RESOLVED**:

- 1) That the petition is noted and referred to the Environment, Transport & Sustainability Committee for consideration at its meeting on 11 October 2016.
- 2) That the Environment, Transport & Sustainability Committee in response to this petition are requested to investigate difficulties faced by people without access to mobile phones and with mobility constraints (which are not necessarily sufficient to qualify for a blue badge) when using existing parking payment systems and recommend appropriate action to remedy any inequities of access to service for these groups.

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 25 (c)

11 October 2016

Brighton & Hove City Council

ITEMS REFERRED FROM FULL COUNCIL (21 July 2016)

Deputations received:

Deputation concerning Woodingdean Traffic Management Spokesperson – Stephen Roke

Mr Mayor and Councillors,

I am a member of the Woodingdean Tenants and Residents Association committee and have been asked by concerned residents to attend this Council meeting, to ask the Council to acknowledge that the level of traffic passing through the village is causing real issues for the residents of Woodingdean, with the high volume of vehicles queuing twice a day, pollution levels surrounding the persistent queues in the mornings and evenings, and dangerous driving by some individuals trying to avoid the queues.

The deputation would like to ask the Council for an explanation, as to why there was a change to agreed traffic flows from the original plans under request number BH2011/02886 (agreed in 28/03/2012) to the information and plans told to a recent public meeting held in Woodingdean on the 30th June 2016 and given by Brighton & Hove representatives Mark Prior – Assistant Director, City Transport, David Parker – Head of Transport Projects, Jeff Elliott – Highway &Traffic Manager, along with Richard Beard - 3Ts Head of Communication and Engagement with the NHS and Jonathan Abbott from the building contractors Laing O'Rourke.

There have been no discussions or involvement or public information to residents given out on this change in traffic management. It seems to have been passed without public consultation.

We urge the Council to review the traffic management arrangements for the next ten years in Woodingdean, which will be exacerbated now for the foreseeable future with an additional 100+ heavy commercial vehicles, light commercial vehicles and staff cars that will be supporting the hospital development, travelling through Woodingdean twice a day, in addition to the current situation created by the Lewes Road development, to which Woodingdean residents were not involved or surveyed. We need significant changes made to ensure the safety of the residents, and the future traffic management of the village.

Thank you for your attention.

Supported by:

- Mr S W Roke, Mr J Homewood, Mr J P Amos, Mrs S Streeter and Mr P Barnard
- The 167 residents who turned up to the public meeting, held on 30th June 2016 at the Woodingdean Community Centre

- The remainder of like-minded Woodingdean residents who could not attend
 The Committee of the Woodingdean Tenants and Residents Association, as one voice representing the 4,000+ households in Woodingdean who drive, catch the bus or cycle through these traffic problems on a daily basis.

Yours sincerely Stephen Roke, on behalf of the above residents

Council	Agenda Item 23(d)				
21 July 2016	Brighton & Hove City Council				

NOTICE OF MOTION

CONSERVATIVE GROUP

FINDING A SOLUTION TO THE AIR POLLUTION PROBLEMS ON ROTTINGDEAN HIGH STREET

This Council acknowledges the severity of the traffic-related air pollution problem in Rottingdean High Street and the serious health impacts this is likely to be having on local residents in the village, and supports the deputation from Rottingdean Parish Council to the Environment, Transport and Sustainability Committee on 28 June requesting traffic modelling which was noted by the Committee.

Therefore, this Council resolves to request that a report be brought before the next meeting of the Environment, Transport & Sustainability Committee outlining options for improving traffic flow through the village and any other measures which will reduce the levels of air pollution in Rottingdean.

NM04 – 21.07.16 Status: Approved

ENVIRONMENT, TRANSPORT & Agenda Item 26 (b) SUSTAINABILITY COMMITTEE 11 October 2016 Brighton & Hove City Council

WRITTEN QUESTIONS

(i) Victoria Road parking scheme- Councillor Wares

At the 28th June ETS Committee it was agreed that parking restrictions on Victoria Road would progress irrespective of the "standing instructions" that no lining or parking restrictions anywhere in the City will take place outside Controlled Parking Zones save for where there are issues with the likes of refuse collection, road safety or traffic flows. Victoria Road was additional parking and restricting free parking times.

It was advised that the cost would be £2,000 covering traffic orders, lining and signage and any maintenance of the lining. Please could the Chair provide a full breakdown of the costs?

(ii) Bus shelter- Councillor Wares

Please could the Chair confirm that the Council ensures that companies who supply and own bus shelters in the City have them fully insured such that if they are damaged beyond economic repair, such as a hit and run driver, they will be replaced quickly by the company and that in the event the company fail to replace the shelter, the Council will utilise funds from the self-insured fund so as not to affect residents who need and rely on bus shelters.

Geoff Raw – Chief Executive Brighton & Hove City Council Grand Avenue Hove

26th September 2016

Dear Geoff

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 11th October 2016.

The residents of Marine Gate have suffered for far too long with road safety and other traffic related issues due to their close proximity to the busy A259 and its junction with Brighton Marina.

It is obvious to anyone wishing to cross the A259 in front of Marine Gate that the speed of the oncoming traffic is more often than not significantly in excess of the legal speed limit of 30 mph. Drivers are already revving up to and beyond 50 mph before Marine Gate knowing that the 50 mph limit starts 300 metres beyond. This, together with the difficulty of vehicles joining the A259 traffic flow from the Marina Slip Road, makes crossing the A259 a dangerous undertaking. Indeed, data from the Sussex Safer Partnership identifies a cluster of accidents between Marine Gate and the Roedean Road junction.

The other problem experienced by the Marine Gate residents is the regular and frequent noise and disturbance, particularly late at night, caused by inconsiderate motorists and motorcyclists when accessing the Marina carpark via Marina Way and the other vehicle accesses to the Marina. The Police to their credit, have been active in issuing Section 59 notices to offenders in the ASDA Marina carpark and this has somewhat reduced the frequency of disturbances there. However there is only so much they, together with Marina Security can do.

In the light of these serious problems, which have also been highlighted to you in a petition from Marine Gate residents, I would ask the Committee to take some relatively simple practical steps to improve the situation.

1. Move the current traffic island outside Marina Gate by 10 m eastwards and install a signal-controlled crossing. This relatively simple redesign would also afford drivers

- turning from the Marina Slip Road more time and increased visibility of pedestrians, wheelchair users and cyclists waiting to cross the A259.
- 2. Extend the 30 mph speed limit to beyond the Roedean School bus stop, preferably enforced by a speed camera sited before the turn-off to the Marina at the Southern Water pumping station. In addition, the speed limit should be reduced from 50mph to 40mph up to Greenways just as it is after Greenways.
- 3. Investigate further measures to help eliminate the antisocial noise emanating from the Marina car park area, especially at night.

I would be grateful if a report could be brought to the next meeting of this Committee
outlining how these three outcomes could be achieved.

Yours sincerely

Cllr. Mary Mears

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 27

Brighton & Hove City Council

Subject: Rottingdean High Street – Traffic and Air Quality

Date of Meeting: 11 October 2016

Report of: Executive Director – Economy, Environment &

Culture

Contact Officer: Andrew Renaut Tel: 01273 29-2477

David Parker 01273 29-2474

Email: andrew.renaut@brighton-hove.gov.uk

david.parker@brighton-hove.gov.uk

Ward affected: Rottingdean Coastal

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 On 21 July 2016, two items were presented to a meeting of the Council about traffic and air quality in Rottingdean High Street. They were a petition of more than 1,300 signatories by SAFE (St Aubyn's Field Evergreen), a Rottingdean campaign group, in conjunction with Rottingdean Parish Council, on behalf of Rottingdean village residents, and a Notice of Motion submitted by local councillors on behalf of the Conservative Group. Both submissions were debated and it was agreed that they should be referred to the council's Environment, Transport & Sustainability [ET&S] Committee.
- 1.2 This report has therefore been prepared to outline the background, and respond to, the primary issues raised in the submissions, which focus on requesting that the council outline options for improving traffic flow in the village and reducing air pollution in the High Street.
- 1.3 The B2123 links the A27 Trunk Road (Falmer) with the A259 and is part of a well-used route to reach Brighton Marina and the city's universities in the east of the city. Rottingdean High Street is at the southern end of the B2123 and is one of the city's two designated Air Quality Management Areas [AQMAs], which have been declared due to non-compliance with short and long term Nitrogen Dioxide [NO₂] concentrations as set out in the air quality strategy for England. It is also a designated local shopping area in the council's approved City Plan (Part 1).

2. **RECOMMENDATION:**

2.1 The committee is recommended to note the options and considerations outlined within this report regarding possible measures or schemes that could improve traffic flow and reduce air pollution in Rottingdean village, and especially the High Street.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In March 2015, the Council approved its fourth Local Transport Plan [LTP4] in which it outlines its long-term, strategic approach to transport and travel, and the principles and measures that can be used to deliver improvements between 2015/16 and 2018/19. The LTP acknowledges the degree and complexity of issues that can affect people within different areas or environments of the city, such as shopping areas or parks and open spaces.
- 3.2 In the context of the relative, limited levels of resource and funding available to invest in individual improvements to address these issues, the LTP refers to a number of locations where measures could be introduced. The primary aim of such work would be to identify improvements by focussing on locations where more than one problem can be resolved or mitigated and, once priorities are agreed, the development of possible options and suitable solutions to address them would then follow. Rottingdean High Street is included as one example of a number of similar locations within the city
- 3.3 In developing this principle further, a report about developing and agreeing future priorities for the LTP was considered by the ETS Committee in November 2015. The report proposed a focus on retail/shopping areas and included Rottingdean High Street as part of a broader analysis of those locations across the city for future (up to 2018/19). In approving the future priorities, the High Street was not prioritised to be brought forward at that time.
- 3.4 Rottingdean High Street is the smaller of two designated AQMAs in the city and is described in the council's associated Air Quality Action Plan [AQAP] (approved in 2015), which states that "The contribution of cars and vans to the ambient NO₂ is more substantial ... than anywhere else in the City Council area". It is considered to have inappropriate levels of traffic (>10,000 vehicles a day) within what is a confined space. Traffic flow through the village is actually estimated to be approximately 14,000 vehicles per day. It is also a designated local shopping area in the City Plan Part 1 (Policy CP4), and roads in the area (the A259 and B2123 (Falmer Road)) experience traffic congestion at busy times of the day.
- 3.5 Informal and formal discussions about traffic, transport and air quality issues have taken place over a number of years involving council Transport and Environmental Protection [EP] officers and representatives of the local community including representatives of the Parish Council, SAFE and local councillors. The most in-depth of these discussions have taken place as part of a Task & Finish Group set up with the Parish Council, which are explained in some detail below. Representations have also been raised by some local people more recently in connection with development proposals and planning applications in, and adjacent to, Rottingdean village. Officers are also advising the Parish Council on the preparation of a draft Neighbourhood Plan.
- 3.6 Submissions about these issues have also been made through various democratic processes including a public question, petitions, a deputation, member's letter and a Notice of Motion to Council and committee meetings. The representations made at the 21 July Council meeting have resulted in this report being prepared for consideration by the ET&S committee. Further submissions have also been received by the council since the July Council meeting.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 There are a broad number of possible options that could be explored and reviewed by the council in terms of their feasibility for improving traffic flow and reducing air pollution in Rottingdean. The council's approved LTP highlights a number of measures that can be used to achieve wider policy objectives. These include:
 - a) delivering sustainable and accessible transport options such as better citywide public transport services and promoting and providing for the use of alternative fuels and provide associated equipment e.g electric vehicle charging points;
 b) providing a safer environment such as redesigned road layouts to reduce number and severity of casualties and collisions; and
 - c) creating an attractive environment such as improved streets to user friendly layouts and environments, including street trees.
- 4.2 The council's approved Air Quality Action Plan [AQAP], produced by the council's Environmental Protection Team, includes a number of measures that have been, or could be, used across the city or in specific locations. These vary considerably in their content and applicability. For Rottingdean High Street it refers to possible options such as the re-routing of general traffic (with modelling or trials), and the use of weight restrictions or 'Keep Clear' markings in the narrowest section of the High Street. It additionally suggests discussions involving the Sussex Air Group, Lewes District Council and East Sussex County Council about the reliance on private cars for transport in the Peacehaven area. Actions could also include providing more transport choice; exploring funding of communal rapid electrical charging for vehicles in order to encourage electric and hybrid vehicles; and encouraging the wider community to reduce the number of car journeys it makes that pass through the High Street.
- 4.3 Discussions with the Parish Council, outlined further in Section 5 of this report, have also identified some possible measures that it considers that would address its concerns. These include four scenarios, each of which the Parish Council suggests should be tested using computer modelling to assess their impact. They comprise one-way traffic in the High Street; two-way traffic, but with a chicane (priority working) at the narrowest point; and closure/pedestrianisation of the High Street. This work has involved the council's Road Safety Manager and Head of Transport Projects.
- 4.4 Taking into account the above principles, a number of possible alternative options that could be pursued in order to improve traffic flow in the village and reducing air pollution in the High Street have been suggested or identified in recent years, including those suggested by the Parish Council. These range from local traffic management measures to a local, or more strategic, bypass, and are outlined and reviewed in Appendix 2.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 As outlined above, Transport and Environmental Protection Team officers have been working with members of the Parish Council since 2014, as part of the regular liaison/engagement process, which was led by the former Assistant Chief

Executive. Discussions about traffic and air quality evolved into a more formalised Task & Finish Group (established in 2015), with its own Terms of Reference and a stated focus on the delivery of short to medium solutions ('quick wins'). Proposed options include changes to traffic management in the main High Street, and its closure (partial or otherwise), but it is understood that clarification is still being sought about some traffic data and the costs of certain technical activities, and that further data may also be required. As a result, no wider or formal consultation/engagement has been undertaken by the Parish Council on any of its proposed options for the village, in order to further review and refine the number or form of them.

5.2 Council officers have also participated in a number of different meetings with, and responded to correspondence from Rottingdean Parish Council and local/community groups about traffic and air quality issues in the village. In addition to the Notice of Motion, local ward councillors have also participated in meetings, or expressed views, about the issues that have been raised, and indicated that there is no disagreement with the Parish Council about the need to investigate, identify and implement measures to address the problems in the High Street.

6. CONCLUSION

- 6.1 Taking into account the considerations set out in this report, and the decision already taken by the ET&S Committee in November 2015 when setting out future project priorities for 2015/16 to 2018/19, it is proposed that officers should continue to liaise with representatives of the community in Rottingdean in order to clarify any outstanding issues about data or costs. This would then enable the discussions of the Task & Finish Group to be drawn to a close. If it chose to do so, the Parish Council could seek to further refine its proposals for improving traffic flow and reducing air pollution, by seeking the views of the wider village community on the principles of each option.
- 6.2 The conclusions of that work could then help inform the consideration of proposals for Rottingdean High Street, alongside other locations in the city where there are similar but competing priorities, as a possible future project priority for inclusion in the council's next LTP Delivery Plan (to run from 2019/20 onwards). If included, further discussions and recommendations would then be made when annual decisions are made by the council about the content of its LTP capital programme and the allocation of the available funding to different projects and programmes.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The cost of officers continuing to liaise with representatives of the community in Rottingdean to clarify any outstanding issues will be funded from existing employee budgets within the Transport and other service areas where appropriate. More in-depth consideration of any transport/highway options to improve traffic flow and reduce air pollution in the Rottingdean village/High Street area would include more comprehensive technical analysis and calculations,

engineering design, consultation and subsequent construction and monitoring, if agreed, would require adequate levels of resources in terms of officer time and budget. The sums of money included in Appendix 2 are very approximate and only intended to provide an indication of a possible order of cost.

- 7.2 Funding for more-in depth consideration of options or capital works has not been identified. Potential sources of funding that are available include the Transport Division's revenue budget, and/or the LTP capital programme. The allocation of such budgets during 2016/17 to any such work would have implications for existing, agreed priorities in terms of other projects and investment agreed by this committee and the council's Policy, Resources & Growth. Any future year budget allocation would require approval in accordance with council's Financial Regulations and Standard Financial Procedures.
- 7.3 Officers will explore potential joint and external funding options with Rottingdean Parish Council should development and delivery of a scheme commence. External funding is potentially an important source of income, but funding conditions need to be carefully considered to ensure that they are compatible with the aims and objectives of the council.

Finance Officer Consulted: Steven Bedford Date: 16/09/16

Legal Implications:

- The process of local air quality management is set out in Part IV of the Environment Act 1995 and in the Air Quality (England) Regulations 2000. The Act provides that the Council has a duty to prepare, and may from time to time revise, an air quality action plan [AQAP] in relation to an area designated as an Air Quality Management Area. The purpose of the AQAP is to ensure that the Council takes suitable action to improve air quality within the area.
- 7.5 In considering the traffic management implications associated with improving traffic flow, the council would have due regard to the Transport Management Act 2004, especially Section 16 which imposes a duty ("the network management duty") on local traffic authorities to manage their road network in order to achieve the efficient movement of traffic on the authority's road network. An authority can take any action that it considers will contribute to improving traffic flow on its road network.
- 7.6 It is not considered that any adverse human rights implications arise from the recommendation set out in this report.

Lawyer Consulted: Hilary Woodward Date: 20/09/16

Equalities Implications:

7.7 There are no direct equalities implications associated with the content of, and recommendations made within, this report. Therefore, an Equality Impact Assessment has not been carried out, nor is one planned.

Sustainability Implications:

7.8 There are no direct sustainability implications associated with the recommendations made within this report.

Any Other Significant Implications:

7.9 Issues associated with air quality and public health have been taken into account in previous decisions made by this committee when setting priorities, and are outlined in the council's LTP and AQAP, which are background documents to this report.

SUPPORTING DOCUMENTATION

Appendices:

1. Potential options to improve traffic flow and reduce air quality problems in Rottingdean/High Street.

Documents in Members' Rooms

1. None.

Background Documents

- 1. Minutes of Full Council meeting 21 July 2016
- 2. Report on LTP Future Priorities (agenda item 45) to, and minutes of, November 2015 ET&S Committee.
- 3. BHCC Air Quality Action Plan [AQAP] (2015).
- 4. BHCC Local Transport Plan [LTP4] (2015).
- 5. Notes of meetings with Rottingdean Parish Council.
- 6. Correspondence/documentation received from or on behalf of members of the public, Rottingdean Parish Council, and local/community groups and businesses.

POTENTIAL OPTIONS TO IMPROVE TRAFFIC FLOW AND REDUCE AIR QUALITY PROBLEMS IN ROTTINGDEAN/HIGH STREET

KEY

* = options suggested by Rottingdean Parish Council.

NOTE

- Modelling, consultation and monitoring, of varying scales and form and cost (that will be dependent on any particular, proposed measure) would be a pre-requisite and integral part of the standard approach to the development of any transport options, in advance of identifying and agreeing a preferred scheme.
- Some options below could be categorised under more than one heading.

Possible	Estimated	Summary Commentary	Indicative
Measure/Intervention	Cost Range		Timescale
	(£'000)		(Feasibility
			to Delivery)
1. LOCAL TRAFFIC MANA	AGEMENT		
Existing two-way traffic with	10-50	• Length of area(s) to be kept clear within High Street are unspecified but could include West	1 year
chicane/priority working at		Street to the St Aubyn's site), and Steyning Road to Park Road.	
narrowest point*		Potential to reduce idling vehicles in immediate 'canyon' area where some ground floor	
		residences are close to vehicle emissions.	
		May disperse emissions to other parts of the village outside the AQMA where traffic	
		emissions and poor air quality are not identified as an issue.	
One-way traffic in High	50-100	Northbound or southbound has been suggested.	1-2 years
Street (south of Steyning		Would reduce traffic volumes and emissions in High Street AQMA and move traffic further	
Road)*		from residential frontages.	
		Could also allow widened pavements.	
		• Suitable, alternative routes would be required for drivers travelling in the opposite direction.	
Low Emission Zone [LEZ] in	10-20	Similar to the approach applied in North Street, Brighton, which is for buses.	1 year
High Street		Could be applied to certain vehicles/engine types e.g diesel cars, or times of the day.	
		Requires significant/widespread awareness levels amongst road-users.	

Possible Measure/Intervention	Estimated Cost Range (£'000)	Summary Commentary	Indicative Timescale (Feasibility to Delivery)
Pedestrianisation of High Street*	100-250	 Could be partial or full closure to traffic. Could be controlled by timed restrictions e.g George Street, Hove. Would result in significant re-routeing of some journeys and require suitable, alternative routes to be designated. May require additional measures over a wider area. 	2-3 years
Enforcement of access restrictions for HGVs	0	 Existing legal restrictions are in place. Signing has been checked and is correct. Existing air quality issues are not directly linked with HGV traffic as diesel vans and cars are the main contributors in Rottingdean High Street. Some HGVs need access to the village. Enforcement of moving traffic offences is dealt with by the Police. 	1 month
2. DEMAND MANAGEM Removal of parking in centre of village	10-20	 Could result in reduction of local traffic, but not through traffic. Could affect some village trade. May be required in association with other measures to improve traffic flow in some roads or to reduce the overall attraction of village to car-borne movements. Could result in displacement of parking to other streets where air quality is good. 	1 year
3. BEHAVIOUR CHANGE Campaign to reduce local traffic movements in High Street	10-100	 Needs detailed baseline information to determine and understand current behaviour/activity. Would require wide promotion and awareness campaign. Would require promotion and provision of adequate and convenient alternative forms of transport to the car. 	1-2 years
Campaign to reduce traffic movements in High Street generated from ESCC/LDC area e.g Peacehaven and Newhaven.	10-100	 Requires baseline information from wider area to determine current behaviour/activity. Requires wide promotion and awareness campaign. Requires formalised input from consultees and respondents to future development proposals through the planning process. 	1-2 years with long- term monitoring

Possible Measure/Intervention	Estimated Cost Range (£'000)	Summary Commentary	Indicative Timescale (Feasibility to Delivery)
Citywide Traffic Network Management Strategy [TNMS]	10-20	• In 2015, ET&S Committee agreed to the development of a TNMS. Preliminary work is underway. It will consider a number of issues that ensure the efficient and safe operation of the road network.	1-2 years
4. ADDITIONAL INFRAST	RUCTURE/INC	REASED NETWORK CAPACITY	
Introduce electric vehicle charging points	20-40	• In 2015, the ET&S Committee agreed to upgrade and expand the existing infrastructure, and a 3-year contract has recently been signed with Charge Your Car. Requests for possible sites will be considered as part of a wider assessment for the expansion of the local network.	1 year
Increase capacity of A259/High Street junction	500-1,000	 Could include optimised movement of traffic and people movement using current layout and new technology. Limited opportunities for physical widening on junction approaches. Could require major changes and loss of property adjacent to junction. 	3-4 years
Local/strategic bypass	5,000- 15,000	 Significant proposal which could remove high volumes of through traffic from the High Street and wider, local road network. No routes have been suggested. Any route would be likely to be adjacent to, or within, the South Downs National Park and therefore be in conflict with the protected status of the Park. A full Business Case would be required. A Planning public inquiry would be likely. Additional local road capacity could increase use/ownership of cars and create additional, local or wider congestion and emissions, and/or increase opportunities for more development. A link to the A27 would require Highways England (and possibly East Sussex CC) involvement. Limited funding opportunities are available. As a local example, the recently opened ESCC Bexhill/Hastings Link Road [BHLR] is 3.5 miles long and cost £125 million. (Rottingdean to Falmer is approx. 5 miles)). The timeline for the ESCC BHLR was a) consultation-2004; b) planning permission-2008; c) funding secured-2009/10; d) work started-2012; e) road opened-2015. 	5-10 years

ENVIRONMENT, TRANPSORT & SUSTAINABILITY COMMITTEE

Agenda Item 28

Brighton & Hove City Council

Subject: Brighton & Hove Bike Share contract

Date of Meeting: 11th October 2016

Report of: Executive Director for Economy, Environment &

Culture

Contact Officer: Name: Abby Hone Tel: 29-0390

Email: abby.hone@brighton-hove.gov.uk

Ward(s) affected: Rottingdean Coastal, East Brighton, Queen's Park,

Hanover and Elm Grove, Moulsecoomb and Bevendean, St. Peter's and North Laine, Preston Park, Hollingdean and Stanmer, Regency, Goldsmid,

Brunswick and Adelaide, Central Hove

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 Officer delegation to agree the tender for the Bike Share project was approved by Environment Transport and Sustainability Committee on 24th November 2015.
- 1.2 This report seeks approval for an extension to the existing 3-year concession agreement contract with the appointed Bike Share operator to allow for the 'mobilisation period', estimated at a maximum of seven months, where the appointed Operator will be installing the required infrastructure.

2. RECOMMENDATIONS:

2.1 That the Environment, Transport and Sustainability Committee approves the extension of a concession agreement for a Bike Share scheme for an initial contract term of three years including the mobilisation period which is anticipated from December 2016 to June 2017.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 A report seeking approval for the tendering of a concession agreement for the provision of a Bike Share Scheme for the city was first approved by ETS committee on 24th November 2015. This approval was for an initial contract period of 3 years with the option to extend by a period of two plus two years subject to satisfactory performance (with a maximum potential extension period of 4 years).
- 3.2 BHCC advertised a tender for the provision of a Bike Share Scheme in the city in July 2016. The winning bidder (The Operator) will be appointed in the winter of 2016.

- 3.3 The scheme will include a minimum of 430 bikes in 50 locations and is expected to be fully operational in June 2017.
- 3.4 Bike hub locations will be finalised when the Operator has been awarded the contract and will be in high density areas where people would find them most convenient, on commuter routes and near other transport hubs such as railway stations, and have a consistent coverage across the scheme area. Consultation through the TRO process commenced in mid August and any representations will be brought to ETS committee on 29th November 2016.
- 3.5 Following successful award of the contract to the Operator, and formation of the contract, the concession contract between BHCC and the Operator should commence in December 2016, to cover the mobilisation period in order to protect the Council's interests and the funding from the C2C LEP and BHCC.
- 3.6 The mobilisation period for the Scheme should commence in December 2016 for an estimated period of 7 months until the scheduled launch of the scheme in June 2017. The mobilisation period is intended to give time for the Operator to receive the funding, purchase the cycles and other infrastructure for the scheme, install infrastructure and to ensure that all aspects of the scheme are in place, operational and thoroughly tested in order to achieve a successful launch. Therefore officers seek approval for a contract award to be made to the successful Operator so that a contractually binding agreement can be entered into from December 2016. This enables the scheme to meet external funding requirements of the LEP for the 'operational' contract of three years.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 There are no alternative options. The Operator will be awarded and expected to mobilise, implement and operate the Bike Sharing Scheme.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Initial consultation on 'public cycle hire' was conducted in 2010 when producing a feasibility study for bike sharing in Brighton & Hove. Consultation was held with key organisations including Sustrans, Bricycles, CTC, Healthwalks, Brighton University, Clarion, Albion in the Community, Active for Life, Brighton & Hove Local Access Forum, NHS Brighton & Hove, School Sports Partnership, Bike for Life and CVSF representatives.
- 5.2 Informal consultation regarding specific Bike Share 'hub' locations affecting residents, businesses and other stakeholders in the directly vicinity of the 'hub' locations began in August 2016.
- 5.3 Consultation with University of Brighton, Sussex University and other private landowners such as Jubilee Library, Brighton Marina and Govia Thamesink Rail is ongoing in relation to specific hub locations.
- 5.4 The opportunity to comment on hub locations affecting parking provision will also be possible through the TRO process required for some of the sites. A report

regarding any representations from this formal process will be brought to ETS committee in November 2016.

- 5.4 Once the successful Operator of the scheme is officially appointed it is anticipated they will work alongside the council to determine the most effective positions for hubs in order to maximise usage of the bikes.
- 5.5 In order to assist the Operator with marketing the Bike Share scheme to residents, workers and visitors, a market research consultation exercise took place in August 2016.

6. CONCLUSION

- 6.1 An earlier contract commencement date (and consequently a longer contract duration) is necessary between BHCC and the Operator when the Operator is successfully awarded the contract to cover the mobilisation period in order to protect the Council's interests and the funding from the C2C LEP and BHCC.
- 6.2 Approval for the contract enables a contractually binding agreement through the mobilisation period and enables the scheme to meet external funding requirement of the 'operational' contract for a minimum of 3 years by extending the contract period.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no financial implications associated to the recommendation of this report in addition to those reported to ETS committee on 24th November 2015. It is anticipated that the capital costs associated to the mobilisation phase of the Bike Share scheme will be approximately £1.450m, to be funded from Local Growth Fund grant (£1.160m) and from the Local Transport Plan capital programme (£0.290m). The recommended concession agreement will allow for the supplier to carry out the mobilisation stage of the project and enable the council to fulfil the conditions of the Local Growth Fund grant.
- 7.2 The concession agreement will be supported by a funding agreement with the supplier to ensure that grant funding conditions are met and to safeguard the council from financial risks.

Finance Officer Consulted: Steven Bedford Date: 19/08/16

<u>Legal Implications:</u>

7.3 The original report provided to the Environment and Transport Committee in November 2015 did not take into account the mobilisation period necessary for the concession contract. This report seeks to ensure that the correct duration of the contract is provided to ETS Committee for its consideration. If the concession contract is able to commence in December 2016, then this will ensure that the Council's interests are protected from the outset and that the funding obligations

to the LEP are covered by proper contractual obligations once the Operator is appointed.

Lawyer Consulted: Jo Wylly Date: 22/08/16

Equalities Implications:

7.4 An EIA has been carried out for the Bike Share scheme. However, there are no equalities impacts identified as a result of extending the BikeShare Operator contract for 7 months.

Sustainability Implications:

7.5 The scheme will help deliver wider sustainable council objectives by providing residents and visitors to the city with a sustainable travel choice.

SUPPORTING DOCUMENTATION

Appendices:

1. Other Implications

Documents in Members' Rooms None

Background DocumentsNone

Risk and Opportunity Management Implications:

1.2 A Risk register for the project is reviewed on a monthly basis through the Bike Share Project Board.

Public Health Implications:

1.3 An effective Bike Share Scheme should increase the level of active travel amongst residents and visitors. This will have public health benefits including improving health and wellbeing, reducing the risk of developing long term conditions and contributing to improving air quality.

Corporate / Citywide Implications:

- 1.4 The Bike Share scheme assist the Council in meeting its aim of a:
 - A well run city: keeping the city safe, clean, moving and connected.

By providing residents, commuters and visitors with an alternatrive viable travel choice for moving around the city.

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 29

Brighton & Hove City Council

Subject: Highways Winter Service Plan 2016-17

Date of Meeting: 11 October 2016

Report of: Executive Director, Economy, Environment and

Culture

Contact Officer: Name: Christina Liassides Tel: 29-2036

Email: christina.liassides@brighton-hove.gcsx.gov.uk

Ward(s) affected: All

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The national Code of Practice and associated guidance states that local authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan based on the principles of the code. Brighton & Hove City Council has produced an annual Highways Winter Service Plan since it became a unitary authority and undertakes an annual review of this Plan.
- 1.2 The Highways Winter Plan and budget are specifically targeted at dealing with cold weather events (i.e. ice, frost, sleet and snow); however, the identified gritting network (the city's 'critical road network') and operational policy also helps inform the highway authority's response to other severe weather events such as storms or flooding.
- 1.3 The Winter Service Plan 2016-17 has been thoroughly updated and re-written in a more concise and accessible style.

2. RECOMMENDATIONS:

2.1 That the Environment, Transport and Sustainability Committee approves the Brighton & Hove City Council Highways Winter Service Plan 2016-17 as attached at Appendix 1 to this report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Highways Winter Service is managed by the Asset and Network Management section within the Transport division and is supported by Cityclean and Cityparks.
- 3.2 The Highways Winter Service plan outlines the policy and operational mechanisms that this authority puts in place to meet its statutory requirement to take measures to prevent or remove accumulations of ice and snow from the public highway as far as is reasonably practicable.

3.3 Winter maintenance is often referred to as 'gritting.' However, this term is misleading because the process usually involves spreading salt at an appropriately determined level from calibrated vehicles in advance of frost, ice or snow forming. The salt lowers the freezing point of water when in solution, and thereby melts or prevents ice and frost forming on the highway. Salt is affected by weather conditions such as wind, dryness and depth of ice. It becomes much less effective as temperatures start dropping to around -5 degrees centigrade and is not effective with heavy snowfall.

Annual Review 2015-16

- 3.4 Last winter was mild, with stormy rather than cold; however, there were cold spells during the later winter months, with the first weeks in April bringing sleet and hail.
- 3.5 28 gritting runs were carried out over the winter period, mostly in January and February.

Snow events

- 3.6 There were no severe snow events in 2015-16.
- 3.7 Should snow occur during this coming winter, it is worth noting that the Code of Practice states that it is: "impractical to spread sufficient salt to melt more than very thin layers of snow and ice."
- 3.8 This means that the salt will not prevent anything but very light snow from settling (the salt acts as a de-bonding layer rather than a preventative treatment).
- 3.9 Under such circumstances, the essential treatment is ploughing and using a salt/grit mix to clear the layers of snow and compacted ice. These treatments take place during and after snowfall. As with all severe weather events, the aim is to rectify the problems on our defined gritting routes as soon as is practicable.

Service Provision

- 3.10 During our full runs, we grit nearly 192 miles, which equates to just under 50% of our entire road network.
- 3.11 Our defined routes are all A roads, most B and C roads and all bus routes. This enables us to direct our available resources to keeping strategic links treated all across the city. These routes are reviewed annually and changes are made where the network or the bus routes have altered or been increased. The team is currently working towards electronic management and optimisation of the gritting routes, utilising software technology.
- 3.12 We have 7 gritter vehicles, all with plough attachments, and a pavement gritter. Salt is stored at Hollingdean Depot. Grit bins and grit drops are provided for public use.

3.13 Detailed information on the winter service and maps of routes and grit bins are contained on the council's website.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 A Highways Winter Service Plan is recommended as good practice by central government. The alternative would be to have no strategic or operational plan.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 There has been no extensive consultation this year due to the mild winter. However, a copy of the plan and gritting routes are sent to relevant stakeholders such as transport operators, emergency services and major business continuity organisations in the city.
- 5.2 The Highways Winter team work in close liaison with the bus companies during severe cold weather events to ensure a resilient core network is established and to support access to outlying communities which are often badly affected by snowfall.
- 5.3 The Highways Winter team work closely with Cityclean, Cityparks and other council sections, particularly the Civil Contingencies team, to communicate and pool resources during extreme cold weather events.
- 5.4 At the beginning of each winter, the council's Communications team meet with the Highways Winter team to provide public information based on this Winter Service Plan, using a dedicated webpage as well as other forms of media. Communications via all forms of social media are updated regularly in advance of and during cold weather events.
- 5.5 The Winter Service team also support community groups that wish to undertake snow clearance in their local area, providing advice, guidance, shovels and materials such as grit e.g. in Queen's Park, Woodingdean and Ovingdean.

6. CONCLUSION

6.1 This report recommends approval of the Highways Winter Service Plan 2016-17 in order that the council has an agreed strategic and operational framework for responding to freezing weather conditions.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The costs associated to the actions identified in the Highways Winter Service Plan will be funded from an existing winter maintenance revenue budget. The revenue budget for the 2016-17 financial year is £0.309m.

7.2 The Highways Winter Service Plan is also supported by a Winter Maintenance Reserve. Any cost variance to the annual revenue budget is transferred to/from the reserve as contingency to fund periods of extreme weather which may result in a revenue overspend. The current reserve balance is £0.498m following a contribution of £0.047m at the end of the 2015-16 financial year. Reserves are maintained as a matter of prudence to enable the authority to provide for unexpected events and thereby protect from overspending should such events occur. The level of reserves are reviewed annually as part of the budget setting process taking into account an appropriate assessment of financial risks.

Finance Officer Consulted: Steven Bedford Date: 18/08/16

Legal Implications:

7.3 The Council as highway authority has a statutory duty to maintain publicly adopted highways. Since October 2003 that statutory duty has included a duty to ensure, so far as is reasonable practicable, that safe passage along a highway is not endangered by snow or ice (section 41(1A) Highways Act 1980 as amended by the Railways & Transport Safety Act 2003). The actions set out in Appendix 1 to this Report will assist in demonstrating that the Council will be able to comply with its statutory duty.

Lawyer Consulted: Stephanie Stammers Date: 18/08/2016

Equalities Implications:

7.4 The Highways Winter Service covers main routes and all bus routes. It is a service for the public highway, aimed at bringing the maximum benefit to the most used thoroughfares. It is not logistically or economically feasible to cover all roads in the city, so by treating bus routes and pavements on a priority basis we ensure that most areas of the city have some accessible options for travel and target areas of highest usage/maximum benefit. An Equalities Impact Assessment was undertaken in 2013.

Sustainability Implications:

7.5 Salt has a negative environmental impact e.g. on the water table or vegetation. It is not possible to spread enough quantity of salt to dissolve more than a minimum layer of snow or ice so usage must be balanced against impact. Sharp sand (grit) does not dissolve into solution and has a negative impact on drainage and appearance. Therefore resources are carefully deployed in order to provide a balance between network usability and detriment to the local environment.

Any Other Significant Implications:

7.6 The objective is to provide a highways winter service, which will permit, as far as possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and accidents brought about by adverse weather conditions. There is a risk that roads will not be completely clear of snow, ice or frost and highway users should adjust their usage

accordingly. The opportunities are created by treating an agreed network across the city which helps the movement of people and goods.

SUPPORTING DOCUMENTATION

Appendices:

- 1. Highways Winter Service Plan 2016-17
- 2. Review of Winter Service 2015-16

Documents in Members' Rooms

1. None



Brighton & Hove Highways Winter Service Plan 2016-17

This Highways Winter Service Plan incorporates the policy and operational provision of Brighton & Hove City Council's service for clearance of snow and ice on the city's streets. It also provides advice and information for residents and businesses.





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1 Summary

This document provides detailed information about the council's highway winter service, specifically relating to public roads and pavements. It is worth noting that other agencies and council sections also have winter plans and policies which support their service objectives.

2 Objective

The Railways & Transport Act 2003: Section 111 – Highways, Snow & Ice, amends the Highways Act to give local authorities a duty, as far as is reasonably practicable, to ensure that the safe passage along a highway is not endangered by snow and ice.

The Traffic Management Act 2004 places a network management duty on the local authority to secure the expeditious movement of all users.

The objective is to provide a winter service which will permit, as far as is reasonably possible, the movement of traffic on designated roads throughout Brighton and Hove. It also aims to keep to a minimum delays and accidents brought about by adverse cold-weather conditions.

The Highways Winter Plan and budget are specifically targeted at dealing with cold weather events (i.e. ice, frost, sleet and snow). However, the identified gritting network (the city's 'critical road network') and associated operations also helps inform the highway authority's response to other severe weather events such as storms or flooding.

3 Service overview

The service covers all main roads and all bus routes within the city, plus access to emergency service depots.

In normal winter conditions, this is achieved by pre-salting the road network to prevent ice or frost forming.

In snow conditions, it is unachievable to spread sufficient salt to melt more than a very thin layer of snow and/or ice. Under such circumstances, the aim is to reclaim the network as soon as possible and particularly once snow has ceased falling.

Pavement clearance will also be carried out during snow events. Grit bins are provided across the coldest, steepest areas of the city for the public to use.

The service operates from 1 November until the end of March, 24 hours a day, 7 days a week. The period may be extended on a day-to-day basis by the Head of Highway Asset & Network Management in cases of severe cold weather continuing into April or starting earlier in October.

4 Winter Weather Conditions

Winter weather conditions which are managed are:

- **Snow** fairly rare, but it does cause great difficulties due to its infrequency, partial melts/refreezes, the topography of the city and the resources needed for clearance.
- Ice occurs when conditions are freezing and wet.
- **Hoar Frost** is formed from white ice crystals. We only deal with this when it forms on roads making them slippery. This should not be confused with low-level frost, such as the white frost that appears on car roofs or vegetation in the mornings.
- **Freezing rain** is rain which freezes as soon as it hits the road surface. This is a rare occurrence but difficult to treat because of the timings between rain washing off the treatment and the roads freezing. It also creates very hazardous conditions which may not be easily visible e.g. black ice.

Extreme or severe winter conditions are defined as an event where the snow is over 50mm (2 inches) and is predicted to remain on the ground for longer than 36 hours.

5 The Highways Winter Service

5.1 Gritting

The service carries out gritting treatments on designated roads in advance of or during/after ice/snow. In extreme conditions it also carries out pavement treatment on designated public thoroughfares. Grit bins and grit drops are provided for local self-help.

5.2 Routes

The priority is to keep major routes treated and passable. These are generally all the 'A' roads, most of the 'B' and 'C' roads and other roads of local importance, e.g. all bus routes. A total of 192 miles of main routes around the city will be treated if weather conditions require it. This is nearly 50% of the entire road network in the city. It is simply not possible in terms of time and resources to treat every road in the city.

The aim is to use the resources available as effectively as possible and bring the greatest benefit to the most utilised roads in our network.

There are four levels of routes which the Council will use depending on the severity of the weather conditions and the variables which can affect it. They are listed below in order of increasing severity according to climatic zones and weather conditions:

Hilltop Routes (Level 1): The routes are mainly based in the northern hill top areas of Brighton and Hove where frost is more likely to form in marginal conditions. Also routes that may be used for post-treatment where snow has settled only in these colder areas.

- Standard Routes (Level 2): This covers the main roads, bus routes, and roads leading into emergency service depots, hospitals, important commuter routes, and shopping centres. These routes are commonly used for pre-salting and gritting before frost and icy conditions. These routes do not cover the warmest parts of the city.
- **Full Routes** (Level 3): These are extended versions of the Standards Routes and cover more of the city's roads. These routes are commonly used in advance of snow or in extremely cold conditions where all of the city will be affected.
- Priority/Snow Routes (Level 4): These are limited variations of the Full Routes. They are used when sustained snow or ice conditions are causing severe disruption and the routes need to be reduced to maintain the core of the city. This is usually when the snow is over 100mm (4 inches) and predicted to fall continuously or frequently within 24 hours or to remain for longer than 24 hours. When there are severe or sustained adverse weather conditions the gritting or ploughing needs to occur more intensely on the vital routes in order to try and keep these roads operable. They include roads around the main hospitals and the main arterial routes. These routes may also be employed if for any reason there is a reduction in the usual available resources, such as personnel, vehicles or materials.

5.3 Pavements

During periods of prolonged heavy snowfall, designated pavements are cleared in priority order - central shopping areas and pedestrian routes and around hospitals first, followed by other important pavements and local shopping areas.

It is not possible to clear all these designated pavement routes at once hence the priority order.

If forecasts are predicting heavy snow or extremely cold temperatures, core city centre pavements may be treated in advance although this depends on available resources. (Extremely cold temperatures = around -3 degrees in damp weather or -5 degrees in dry weather).

If snow has only settled in colder outlying areas and the city centre is clear, we will focus our resources on areas needing clearance.

5.4 Treatments

There are two types of treatment:

- Precautionary Salting The application of salt to carriageways on routes usually in advance of frosty and icy conditions (often referred to as spreading, gritting or presalting).
- Post-treatment the application of ploughing, salt, a salt/grit mix or grit (sharp sand) to carriageways following snow and depending on the depth and severity of the snowfall. Also refers to the application of hand or machine clearance to pavements following snow.

5.5 Materials

Salt is the main material used in the winter service.

Available alternative de-icers are regularly reviewed. However, such alternatives would require different storage conditions and may also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C, salt is used almost exclusively as the means of treating ice or snow on the highway.

As it is impracticable to spread sufficient salt to melt more than a thin layer of snow, ploughing and/or grit may be used when snow is of sufficient depth. A salt/grit mix may also be used to aid traction and break down compacted layers. For extreme snowfall, pure grit may be spread to assist with traction.

The council is dependent on the national salt supply chain to replenish its stocks. Brighton & Hove has stored as much salt as it is able to do in advance. The winter service plan will therefore be carried out to the best of our ability but also according to available resources and identified national and local priorities.

5.6 Salt Storage

The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country direct to Shoreham Harbour. It is then stored outdoors at our Hollingdean Depot and the gritters load up and go out on their routes from here.

The average amount of salt used per winter is about 800 tonnes. In very cold winters, this usage can rise to around 2,000 tonnes. In a recent mild winter, we used 270 tonnes.

Brighton & Hove has limitations on how much the council can store in advance and must also balance purchase against lifespan/likely usage of the stock. Just over 1,200 tonnes is stored at our depot at the beginning of winter.

As we have no options to increase salt storage within our boundaries, we can arrange with our contractor for additional storage at Shoreham Harbour.

5.7 Our Equipment

7 gritters

7 ploughs for use with the gritters

6 hand spreaders used for footways and cycleways

1 machine pavement gritter

We may also have access to 3 tractors in severe weather conditions

We may also have the use of 3 JCB's in severe weather conditions

6

6.1 Responsibility for the Highway Winter Service

The Highways/Transport section in Brighton & Hove City Council is responsible for this Winter Service Plan, for decision-making and for co-ordination of the operational requirements.

This section also provides the majority of the resources and equipment, including salt and gritting materials, vehicles, and training provision for the gritter drivers and any other personnel involved in the Highways Winter Service.

The Highways Winter Service is reliant on Winter Duty Managers (WDM) to perform the organisational and operational functions during the Winter Service Period, supported by the Head of Highway Asset & Network Management.

6. 2 Decision-making

The Winter Duty Managers (WDMs) use the latest technology in weather forecasting to decide what is required to protect road users during cold weather. They will assess the weather forecast for a 24-hour period combined with local weather station data, local knowledge and information from external sources (e.g. meteorological agencies) in order to decide what action is necessary.

The WDM instructs the depot co-ordinators and gritter drivers about which work needs to be carried out and when.

The 3 WDMs are on a standby rota during office hours, out of office hours, at weekends and during holiday periods such as Christmas and New Year.

Winter Duty Managers are volunteers from within the Highways/Transport section of Brighton & Hove City Council who all have regular day-to-day jobs. Winter duties are in addition to their normal roles so please be aware of this if awaiting a response to queries.

6.3 Other teams involved in the Winter Gritting work

Highways work with Cityclean as the Winter Service "contractor." Cityclean provide the staff required to carry out the machine and manual spreading and ploughing operations. Cityclean drivers maintain a 24-hour standby rota for all of the gritter driving whilst other Cityclean staff may be required to respond to a winter event at the request of the WDM and under the Head Of Operations at Cityclean.

Highway contractors are used for tasks such as filling up grit bins and for pavement clearance under the direction of the WDM. Cityparks staff may also assist with vehicle provision, grit drops and clearance in the event of heavy snowfall.

Provision of additional staff for manual winter tasks is dependent on what other duties may need to be carried out such as refuse collection. Apart from road gritting, such tasks will not be carried out during night time for safety reasons.

Other sections of the council and other services (such as fire, police and NHS) will also have plans in place to deal with severe weather incidents. The Highways team consult on this winter service plan with other service providers to ensure that our highway gritting routes best suit their needs as much as is practicable.

6.4 Weather Forecasting

Brighton & Hove City Council has several key weather forecasting tools to help in predicting and deciding on action to be taken.

There are 4 weather outstations situated in strategic locations across the city. These stations provide information such as air and road surface temperatures, humidity and wind speed /direction. The information is retrieved remotely by computer and displayed as a minute-by-minute feed using a tailor-made IT system.

We also have a contract with an expert major weather forecasting company to provide the weather forecasting for the city. During the winter period, twice daily forecasts are sent. Additional updates can be asked for by a Winter Duty Manager to confirm or track potential changes.

Thermal mapping was originally used for the purposes of establishing gritting routes and priority risk areas. Thermal mapping is able to identify which sections of road are cooler or warmer than average due to the lie of the land, type of construction, traffic flows and other factors which can affect road temperature.

Over a winter season, weather forecasts are approximately 90 percent accurate. Typically, this means that there are several days when a road frost or other freezing conditions are not forecast but will still occur. Similarly, there are some forecasts which predict ice and snow conditions which do not occur.

6.5 Communications

The Communications team will post regular updates on the Council's website informing of severe weather conditions, advice on self-help and on movements across the city during extreme of adverse weather conditions.

Search under Roads and Highways, Road gritting on: www.brighton-hove.gov.uk Or go to: www.brighton-hove.gov.uk snow

The Environment Customer Centre based at Cityclean's depot will handle most of the direct enquiries to the council.

Salt/Grit Bins

7

There are over 420 salt/grit bins on the public highway throughout Brighton and Hove with some additional bins provided for important council or NHS community facilities.

The grit bins have been made available at sites which are not usually near a gritting route. The coldest areas of the city particularly on steep hills are our priority.

These bins are for residents of Brighton and Hove to use the salt/grit for self-help on roads and pavements.

Housing also provides grit bins/grit for some areas of housing-owned land. These are usually locked, whereas Highways bins are not. For further information, please see Housing's Adverse Weather Policy.

Additional salt/grit piles will be placed in strategic locations across Brighton & Hove at the discretion of the Winter Duty Manager during snow events.

Compared to some other authorities, we supply a high quantity of salt/grit for the public, within what is a relatively small geographical area. This is because we recognise that Brighton & Hove is a mainly urban area built on hills. However, provision of grit bins needs to be balanced against the capability to refill within a reasonable timescale, as well as available resources such as salt and grit.

It is not possible to supply any more grit bins on the highway. This is because it would take far too long to fill them quickly during extreme weather and with finite resources we cannot keep expanding the number of grit bins that we then need to service.

The installation of a bin at any new site would only be achieved by removing a bin currently installed elsewhere in the same ward, having consulted with ward councillors and with written agreement to the substitution.

Grit bins are only filled once per year at the beginning of the season, except in extreme/severe winter conditions. Extreme winter conditions are generally defined as where snowfall is greater than 50mms (2 inches) and predicted to remain on the ground longer than 36 hours. In such circumstances, the winter contingency fund will be used to cover the additional costs of refilling the bins.

It will not be possible to fill every grit bin immediately – it can take up to two weeks to get round every area in the city depending on accessibility and available resources.

8 Other Highway Authorities

8.1 Brighton & Hove/other Authorities' boundaries

Highways England:

National roads including A27, Brighton bypass, A23 north of the A27 Junction

East Sussex County Council:

• Falmer and Saltdean border

West Sussex County Council:

Fishergate border and Devil's Dyke border

8.2 Co-ordination with Neighbouring Highway Authorities

Highways Authorities will manage their own winter services within their own boundaries unless assistance is requested. In that event, levels of assistance will be determined on a day-to-day basis.

Due to concerns regarding liability issues, reciprocal treatment arrangements with other neighbouring Highways Authorities ceased in 2006-07. However, in the event of extreme winter conditions or other business continuity issues the Head of Highway Asset & Network Management will liaise with members of East and West Sussex County Councils and with Highway England.

Partnership work with these other authorities seeks to continuously improve internal communications and messages to our public.

9 Frequently Asked Questions

Grit or Salt?

Although most of us call it gritting there is in fact no grit involved in precautionary treatment. (Precautionary treatment or pre-treatment is where we treat the roads in advance of frost, ice or snow).

What we spread on the roads is rock salt taken from an underground mine. It is similar to the rock salt you would grind into your food, but of a size and composition for road use.

Grit (or sharp sand) is used as post-treatment on its own or in a mix with salt. (Post treatment is where we treat the roads during or after severe ice or snow). Grit helps with traction and breaks down layers of ice and snow.

What does salting the roads do?

We spread salt onto the road. This works best when it goes into a solution, which is why we rely on the tyres of cars passing over the top of it to crush the salt onto the road. This then forms a solution with a higher de-icing capability.

Water freezes at 0°C. Salt stops water from freezing until about -6°C to -8°C, depending on the quantities of each. So the salt solution means the snow or ice will freeze less or melt quicker, depending on other factors such as dryness, wind and depth.

In theory, salt has the potential to melt snow at temperatures as low as -20° C but is not a very efficient treatment in extreme cold. Salt becomes much less effective as temperatures start to drop towards -5°C and almost ineffective at lower temperatures or in very dry conditions. With anything more than a thin layer of snowfall, salt will not make a difference. In all these circumstances, its use becomes practically, economically and environmentally difficult.

In extremely low temperatures, or heavy snowfall, a mix of salt/grit or pure grit may be used to aid traction and to break down compacted layers of snow and ice. Ploughing is also used if the depth of snow allows this but cannot clear away all of the snow (e.g. around speed humps).

When and how do you salt the roads?

We salt the roads to prevent icy conditions when we are expecting ice or frost.

We also salt the roads when snowfall is predicted. We know the salt is unlikely to stop the snow settling unless it is a very light snowfall/sleet. However, it acts as a de-bonding layer under the snow and makes it easier to plough.

Each route is planned to achieve a maximum of three and a half hour response time from leaving the depot to completing the route prior to ice forming.

In snow conditions, routes will take longer: for example, in heavy traffic or when ploughing due to the care needed to manoeuvre the additional vehicle width in our narrower roads.

Which areas of the city are salted?

Salting depends on how severe the weather conditions are. It may be necessary to salt the coldest areas only or alternatively to salt all main routes.

Resources are focused according to priorities on identified gritting routes which include

primary roads (all 'A' roads), hospital, ambulance and other emergency service areas, the majority of 'B' roads and other important roads such as bus routes.

Why are salted roads sometimes still icy/why does snow settle?

Despite the high level of service provided, no guarantee can be given that treated roads will always be completely clear of ice, frost or snow.

This can be for various reasons:

- It takes time for the salt to become effective after roads are salted
- Rain, running water and water leaks can wash salt off roads leaving them prone to re-icing.
- In severe cold weather (falling to and below –5°C) even salt is not guaranteed to prevent roads from icing.
- Salt will not melt anything more than a very thin layer of snow.
- In heavy ice or light snowfall, salt treatments are only effective on roads with heavy traffic but too much traffic can also disperse the salt quite quickly.
- Salt is less effective in very dry conditions as it needs to form a solution to work effectively.
- Very windy conditions disperse a proportion of the salt before it can work into a solution.
- If freezing conditions follow rain or the rain freezes as it falls, ice will form on the roads before the gritter has been able to salt them, or the rain may wash existing salt away.
- Dawn frost occurs on dry roads where early morning dew falls on cold road surfaces and freezes on impact. It is not possible to forecast with any accuracy where and when this may happen.
- Gritters may be unable to make progress due to traffic congestion or vehicles abandoned in the snow/ice.
- Roads further out from the city centre areas are generally much colder, often receiving more snowfall and allowing snow to settle and remain longer.
- Some roads are too narrow for the gritters when they have ploughs on.
- Ploughing is not very effective over speed humps, steep junctions, pronounced cambers and crowned roads.
- Over a season, weather forecasts are approximately 90 percent accurate. In most winters, this means that there are several days when a road frost is not forecast but will still occur.

Drivers should remain vigilant and aware of the need to drive with due care at all times, especially when damp conditions are followed by freezing temperatures.

Do you close roads in icy or snowy weather?

It is our policy to work with the Police in closing roads. However we do not tend to close roads during winter weather. This is because not all roads are treated and because in heavy snowfall or very icy conditions, even treated roads may still have snow/ice on them.

It would not be feasible to close all these roads. Motorists are advised to drive with caution on all city roads during cold winter weather.

Do you salt the pavements?

We have approximately 1,100 km (687 miles) of pavement in the city. Many pavements are too narrow to be salted by machine. We do, however, place salt/grit bins at locations in the coldest, steepest parts of the city for anyone to make use of. We will clear snow away from designated pavements after prolonged heavy snowfall.

As with roads, pre-salting pavements is only effective if there is heavy footfall to help the treatment work and the snow is not too deep. So we clear most pavements only after snowfall. We have identified Priority 1 and 2 pavements, which are where the greatest number of people will be using central or local services.

If we get enough warning from the forecast, and resources permit, we may pre-salt the city centre pavements in advance of snow because we know there will be enough footfall in this warmer area of the city to help this treatment make a difference.

Pavement clearance is a lengthy labour-intensive task by hand spreading, so operationally and practically this work requires a high level of resources.

We have a pavement gritter which is faster but still requires time and resources to operate, including regular refills.

The ice or snow may melt during the day of its own accord. Therefore the Winter Duty Manager must decide on priorities, how heavy the snowfall is and when the snow may be likely to clear naturally due to improved weather conditions as well as when clearance will be most effective (e.g. in heavy and continuous snowfall, clearance may need to wait until it stops because all efforts would be immediately covered over again).

Generally pavement clearance will be instructed in extreme conditions i.e. when the snow is over 50mm (2 inches) deep and predicted to last more than 36 hours.

Snow that has compacted into ice, or has partially melted and then re-frozen is extremely difficult to clear either by hand or by machine. We can only get round a certain number of pavements with the staff and time that we have. This is why we encourage people to help clear snow from pavements whilst it is still fresh, where possible and if they are able to do so.

What are salt/grit bins for?

Salt bins are provided at 420 locations in the city, on steep road junctions or hills. They are not usually placed on major salting routes or in flatter, warmer areas of the city. They are there for anyone to make use of on the public highway in icy weather.

Please email

<u>gritbinrequest@brighton-hove.gov.uk</u> or complete our online application, stating the exact location of the bin.

Grit bins are only filled once at the beginning of winter unless there is a severe snow event.

Please note that no new grit bins will be supplied on the public highway. This is because we have now reached the limit of what we can sensibly and practicably keep supplied. To request the removal or relocation of an existing bin only, please e-mail gritbinrequest@brighton-hove.gov.uk

What can I do to help?

You can apply table salt to paths, pavements and driveways. During frosty and icy conditions one tablespoon per square metre is generally all that is needed.

Snow: shovel, sweep, salt

Firstly, try to **shovel** it out of the way, into the gutter or somewhere it won't cause a trip hazard. You can then **sweep** away the remaining residue with a broom, and apply **salt** onto the pavement. One tablespoon per square metre will be enough for a cleared area.

Grit can also work by giving traction on compacted icy surfaces.

Finally, if you are clearing snow from pathways or cars, please don't use any water – boiling or otherwise. The problem with water is that it can very quickly re-freeze, leaving dangerous black ice.

Driving Advice

Please remember to drive with caution during freezing weather. The Highway Code makes it clear that drivers should always drive according to the weather conditions. Before setting out on a wintry day you should consider whether your journey is absolutely necessary. If it is:

- check the local and national weather forecasts
- make sure you clear all the snow off your car including windows, headlights and roof
- listen to your local or national radio stations for travel news
- even if roads have been gritted, do not assume that they are free from ice, snow and frost

Before setting off on a journey make sure you have:

- Ice scraper and de-icer
- Fully charged mobile phone
- Warm clothes and a blanket
- First aid kit
- Torch and spare batteries

- Reflective warning sign
- Jump leads
- Food and a warm drink in a thermos flask
- Boots / Wellingtons
- Consider whether 'snow socks' for your car would be a useful investment

When driving:

- Remember it can take up to 10 times longer to stop in snow and ice
- Make gentle manoeuvres to remain in control
- Select second gear when pulling away to avoid wheel spin
- If hill climbing, try and avoid stopping on the hill. Try and leave lots of distance between you and the car in front. Try to keep at a constant speed and try to select the best gear before you get to the hill.
- When driving downhill, use engine braking by selecting lower gears. Leave plenty of room between you and the car in front.
- When using the brakes, use them gently. If you start to skid, take your foot off the brakes and reapply.

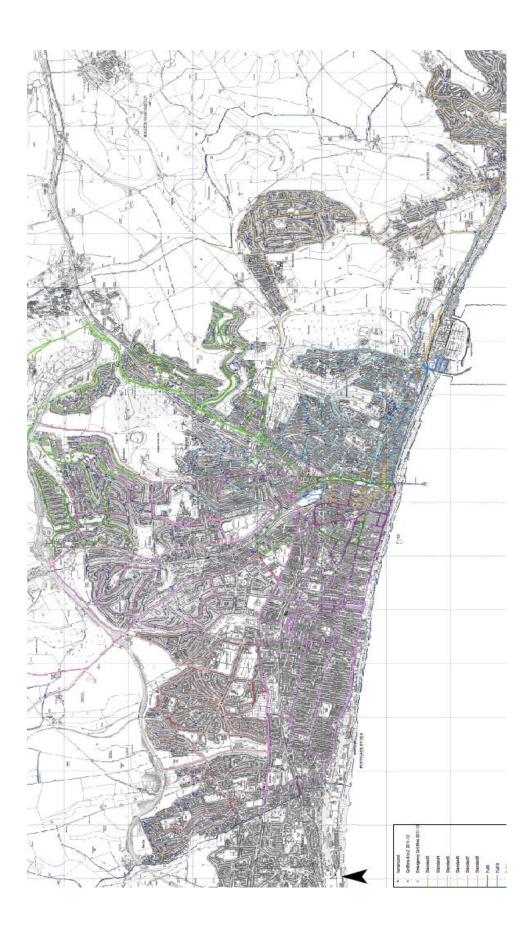
Walking Advice

As with driving, consider whether your journey is absolutely necessary. Assess the local conditions for how much ice or snow is present. Be particularly vigilant for black ice which may not be easily visible.

Tips:

- Don't wear shoes with smooth soles. Try putting stretch socks over your shoes to aid grip. You can also try spiked over-shoes, available from catalogues and via the internet.
- Be aware of the surface you are walking on. Don't try and run for a bus or run to cross a street.
- Use your arms to keep you balanced. Don't put your hands in your pockets when walking and avoid carrying heavy loads which could imbalance you.
- Try and remove as much snow as possible from the bottom of your shoes, periodically, as you are walking.
- Walk "small". Avoid a tall, erect marching walk.
- Just because a path has been cleared, do not assume it is free from ice and won't be slippery.
- Assume all wet and dark areas on pavement are slippery and icy.
- Be careful when getting in and out of vehicles. Use the vehicle as support when getting in and out.
- Try and walk on grassed areas where possible as this gives better traction.
- Point your feet out slightly. Spreading your feet like this will increase your centre of gravity. Extend your arms to maintain balance and take short steps.
- If you are going to fall, try and fall on your side. Avoid falling on your knees, spine or trying to stop your fall by putting your arm out.
- If falling, try and relax your muscles. You will injure yourself less if you are relaxed.
- Watch where you are stepping and go slowly.

Available at www.brighton-hove.gov.uk/maps



For locations of bins, please: see www.brighton-hove.gov.uk/maps

A mixture of salt/grit is stored in bins at various roadside sites throughout Brighton and Hove as self help for residents.

Brighton and Hove as a city is now at capacity in terms of the quantity of highway grit bins that it can service. Therefore the installation of a bin at any new site would only be achieved by removing a bin currently installed elsewhere in the same ward, having consulted with ward councillors and with written agreement to the substitution.

It is not practicable or possible to provide grit bins and maintain them on all side roads of the city. So to enable a fair distribution of grit bins where most needed the following criteria was used in assessing requests. The criteria below is a guide and not exhaustive.

- At junctions away from main [Gritted] roads with a gradient in excess of 1 in 10
 [10%] and where vehicle flow exceeds 200 vehicles per day.
- On hills with gradients in excess of 15% [Non Gritted Routes], where vehicle flows are more than 200 vehicles per day.
- On hills at locations with gradients in excess of 20% (1 in 5) whatever the vehicle flow, and is not gritted.

Grit bins for carriageway/footway use will not be provided:

- On roads that form part of precautionary or secondary gritting routes, except at known points of difficulty on steep gradients, subject to site assessment.
- Where they attract anti-social behaviour or cause nuisance to nearby residents.
- Where their provision would create a further proliferation of street furniture to the detriment of disabled or visually impaired people and/or the community.
- At locations where there are no residents or community in close proximity and where the bin is unlikely to be used.
- On un-adopted highways whether subject to future adoption or not.

Priority areas for treatment are listed below, based on locations with the greatest footfall. However, direction of resources to an area will be determined at the time of a major winter event by the Winter Duty Manager in conjunction with the Head of Operations at Cityclean. If the city centre is clear of ice/snow or once these areas are treated, resources will be directed to local areas of importance in the most affected of the city's locations, such as priority shopping parades and other local amenities.

Area 1

Church Road (Hove Street to Palmeira Square)

Palmeira Square (entirety)

Western Road (Palmeira Square to Montpelier Road)

George Street (entirety)

Blatchington Road (Sackville Road to Goldstone Villas)

Goldstone Villas/Station Approach (up to Cromwell Road)

Norton Road (entirety)

Station Road/Boundary Road/Carlton Terrace (entirety)

Portland Road (Sackville Road to Coleman Avenue)

Area 2

Western Road (Montpelier Road to Clock Tower)

Dyke Road (Clock Tower to Old Shoreham Road) (seven dials pelican crossings to be gritted)

Marlborough Place/Gloucester Place/St Georges Place to Cheapside

Trafalgar Street (entirety)

Queens Road (Station to Clock Tower)

New Road (entirety)

North Road (entirety)

Church Street (entirety)

Gardener Street (entirety)

Kensington Gardens/Street (entirety)

Sydney Street (entirety)

Bond Street (entirety)

North Street (Clock Tower to St James Street) (across Old Steine Included)

Terminus Road (entirety)

Guildford Road (entirety)

Area 3

A23 (St Peters Church to Aquarium) (both sides of A 23, but just the outside edges – not inner pavements)

Edward Street (Pavilion Parade to Egremont Place)

John Street (Edward Street to Carlton Hill)

William Street (entirety)

St James Street/Upper St James Street/Bristol Road/St Georges Road (to College Place)

(entirety)

Eastern Road (Abbey Road to Bristol Gate) (in front of RSCH)

Bristol Gate (Eastern Road to RSCH entrance) A&E entrance.

Sudeley Terrace (entirety)

Paston Place (Eastern Road to Sudeley Terrace)

Rottingdean High Street (A259 to The Green)

Longridge Avenue (A259 to Wicklands Avenue)

Circus Street (entirety)

Area 4

The Lanes: Meeting House Lane (entirety)

Nile Street (entirety)
Market Street (entirety)
Brighton Place (entirety)
Union Street (entirety)
East Street Lane (entirety)
Steine Lane (entirety)

Bartholomews/Prince Albert Street/Ship Street (entirety)

Duke Street (entirety)

Air Street (entirety)

West Street (entirety)

Russell Road (entirety)

Cannon Place (entirety)

Kings Road (West Street to Preston Street - north side only)

Preston Street (entirety)

Pool Valley (entirety)

East Street (entirety)

Area 5

The Level (footway/cycleway on all 4 sides)

London Road (Stanford Avenue to St. Peters Church) (Both sides of London Road)

Baker Street (entirety)

Oxford Street (entirety)

Lewes Road (Vogue - Elm Grove)

Around St. Peters Church

Richmond Terrace (Elm Grove to St. Peters Church)

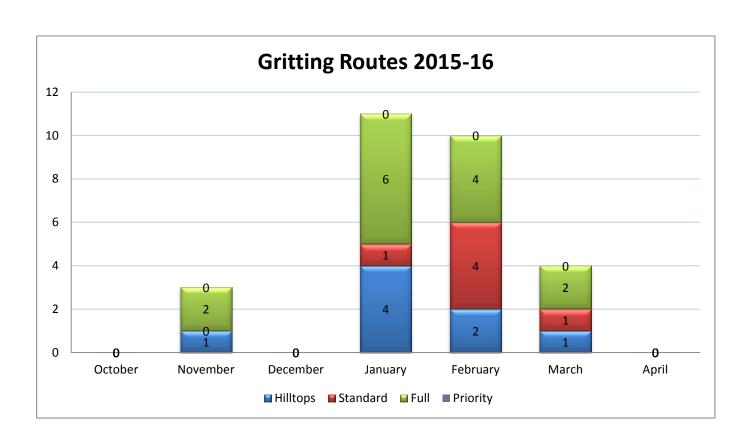
Elm Grove/Southover Street/Queen's Park Road

Elm Grove (from Queens Park Road to Freshfield Road) Footway in front of the hospital.

Winter Season 2015-16 Review

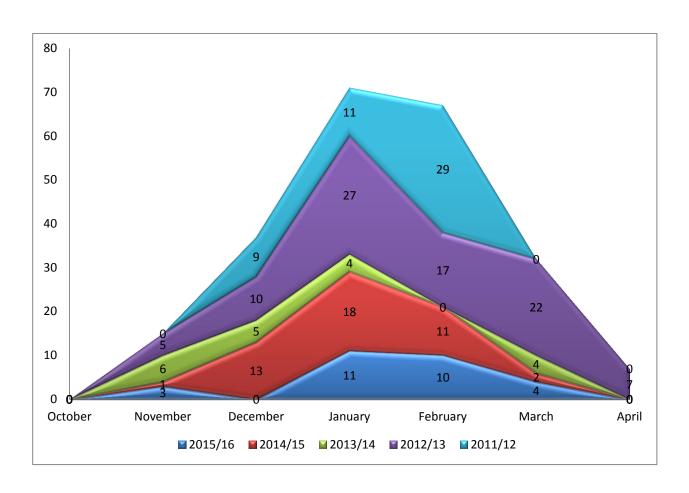
Gritting Routes

2015/16 Gritting Routes **TOTAL** Hilltops **Standard** Full **Priority** October November December January February March April **TOTAL**



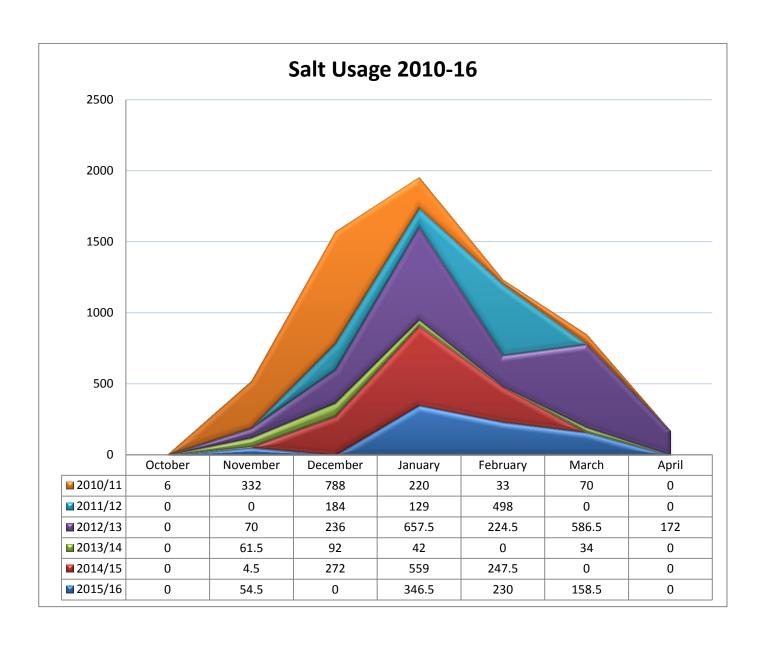
Total Gritting Routes

	October	November	December	January	February	March	April	TOTAL
2015/16	0	3	0	11	10	4	0	28
2014/15	0	1	13	18	11	2	0	45
2013/14	0	6	5	4	0	4	0	19
2012/13	0	5	10	27	17	22	7	88
2011/12	0	0	9	11	29	0	0	49
TOTAL	0	12	37	60	57	28	7	201



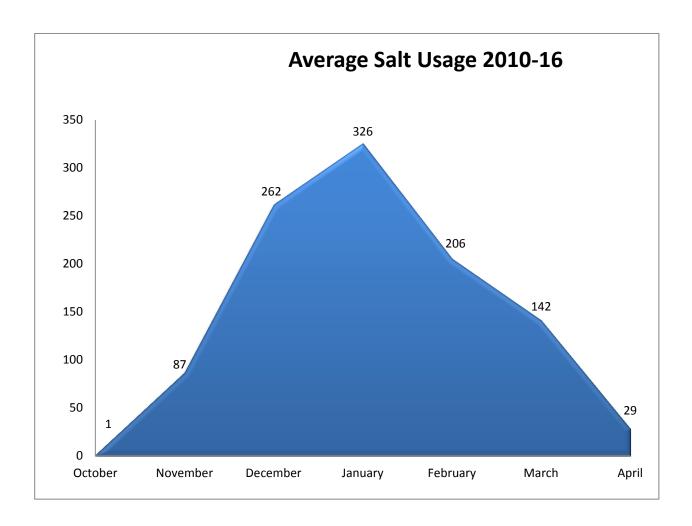
Salt Usage

	October	November	December	January	February	March	April	Total
2015/16	0	54.5	0	346.5	230	158.5	0	789.5
2014/15	0	4.5	272	559	247.5	0	0	1083
2013/14	0	61.5	92	42	0	34	0	229.5
2012/13	0	70	236	657.5	224.5	586.5	172	1946.5
2011/12	0	0	184	129	498	0	0	811
2010/11	6	332	788	220	33	70	0	1449
Total	6	522.5	1572	1954	1233	849	172	6308.5



Salt Usage

	October	November	December	January	February	March	April	TOTAL
2015/16	0	54.5	0	346.5	230	158.5	0	789.5
2014/15	0	4.5	272	559	247.5	0	0	1083
2013/14	0	61.5	92	42	0	34	0	229.5
2012/13	0	70	236	657.5	224.5	586.5	172	1946.5
2011/12	0	0	184	129	498	0	0	811
2010/11	6	332	788	220	33	70	0	1449
Average Usage	1	87	262	326	206	142	29	1051



ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 30

Brighton & Hove City Council

Subject: Pedestrian Crossing Assessment and Priority List

Date of Meeting: 11TH October 2016

Report of: Executive Director – Economy, Environment &

Culture

Contact Officer: Name: Tracy Beverley Tel: 29-3813

Email: Tracy.beverley@brighton-hove.gov.uk

Ward(s) affected: All

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 On the 21st June 2010 The Environment & Community Safety review Scrutiny Committee (ECSOSC), as part of its annual work plan, requested officers to provide information on pedestrian crossings and how requests from members of the public are prioritised. Following the initial ECSOSC review, officers have developed a more robust and up to date prioritisation procedure that takes into account Members' concerns such as residents fear of crossing busy roads and the public perception of dangerous roads.
- 1.2 At its meeting of 25th January 2011, ECSOSC resolved to welcome the new methodology and agreed that it should be put forward for approval at a future Cabinet Member Meeting. At the 26th May 2011 Environment Cabinet Member Meeting the revised methodology was explained including case studies. A revised pedestrian crossing assessment methodology was approved and permission granted to carry out assessments of all sites on the pedestrian crossing request list in the financial year 2011/12. Assessments have been carried out annually since and funding allocated to make necessary improvements at priority locations.
- 1.3 Since the introduction of the methodology in 2011, 38 of the priority crossing locations identified have been improved through either Local Transport Plan (LTP), Safer Route to Schools funding or other external funding sources such as Local Sustainable Transport Fund & Better Bus Area. The full list can be seen in Appendix 2, Table C.
- 1.4 This report presents the findings of the pedestrian crossing assessments of locations requested up to January 2016 and identifies priority crossing points to be delivered over the next 12 months, subject to the availability of funds.
- 1.5 The 'type' of crossing facility proposed is considered on a case by case basis by Highway Engineers. Often the most appropriate and cost effective solution for locations can be pedestrian refuges or buildouts. Where larger scale facilities which are likely to exceed available budgets are required, such as full junction redesigns, schemes may be delayed until funding can be made available.

2. RECOMMENDATIONS:

- 2.1 That the Environment Transport & Sustainability Committee approves the priority crossing list and grants permission for Officers to begin implementing the prioritised pedestrian crossing locations where funding has been identified. Where crossing points require higher funding levels these should be acknowledged and identified as part of future work plans
- 2.2 That the Environment Transport & Sustainability Committee authorises officers to construct the prioritised pedestrian crossings for which funding has been identified within the financial year 2016/17, subject to Traffic Regulation Orders (TROs) being advertised prior to implementation of crossing points.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Requests for new pedestrian crossings are received regularly from members of the public and local Ward Members. Subject to the availability of funding, potential crossing locations were previously prioritised based on the number of pedestrian accidents in the immediate vicinity. At the Environment & Community Safety Overview Scrutiny Committee (ECSOSC) meeting on 21st July 2010, Members requested a review of this process. It was felt that the existing methodology did not consider the social issues associated with a lack of safe crossing points, nor did it consider the perceived danger of crossing the road.
- 3.2 Following the initial 21st July 2010 ECSOSC meeting officers undertook an investigation of pedestrian crossing assessment procedures used by other authorities in the South East region and proposed a point scoring system to enable a more wide ranging assessment to take place, taking into account the social factors in addition to collision history. Following this investigation a new robust pedestrian crossing methodology was proposed to assess crossing requests. This improved new methodology considers a range of important social factors which effect pedestrian movement such as public perception of danger, the impact of crossings on community cohesion, access to key services and green space and improvements for mobility impaired people.
- 3.3 In publishing the results of the crossing assessments on an annual basis the new methodology enables a more transparent approach to assessing pedestrian crossings and a more proactive approach to responding to requests from Ward Members and the public
- 3.4 At its meeting of 25th January 2011, ECSOSC resolved to welcome the new methodology and this was approved at the 26th May 2011 Cabinet Member Meeting. At this meeting approval was granted to apply the new methodology to crossing requests received up until May 2013 and funding was allocated to install those crossings identified as a priority.

The Assessment Process

3.5 The approved methodology as set out in Appendix 1 for pedestrian crossing requests considers 14 different categories including; pedestrian collisions, access to services, pedestrian movements and vehicle counts at each location.

- 3.6 Ward Members were invited to request crossing locations for inclusion in this assessment process, in addition to the requests received by residents until the end of January 2016. In total 25 locations were assessed.
- 3.7 Each crossing request was subject to a pre-qualification assessment (See Appendix 1). Those crossing points with a recorded pedestrian casualty in the last 3 years within 50 metres of the request location, and / or where a sample one hour vehicle and pedestrian count at peak time exceeded the threshold, were then subject to a full assessment.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 From the most recent 25 requested crossing points, 4 locations did not meet the pre-qualification criteria so were removed from the priority list. Appendix 2 (Tables B,C & D) lists all locations removed from the priority list, implemented or locations that didn't meet the initial criteria.
- 4.2 The remaining 21 crossing requests were subject to a full assessment and have been ranked in priority order and listed in Appendix 2 (Table A).
- 4.3 The Church Road, Portslade Crossing point has been assessed through this process and included within the priority list.
- 4.4 On the 27th November 2012 Environment, Transport and Sustainability Committee Marine Drive/ Rifle Butt road was removed from the priority list as the existing facility was deemed appropriate however a commitment was given to monitor this location should circumstances change. Marine Drive / Rifle Butt Road has now been reassessed and due to a change local conditions will now be reconsidered for pedestrian improvements in coordination with the Road Safety Team.
- 4.5 Table 1 lists the top 10 scoring pedestrian crossing points. For each crossing point proposed actions have been listed along with funding sources.
- 4.6 Those crossing locations achieving a ranking within the top 10 will be prioritised for funding but this does not automatically qualify a particular location for implementation. For example, the cost of a crossing facility at a particular location may be prohibitive or upon closer investigation it may become apparent that suitable pedestrian provision already exists in a particular location and therefore further investment would not represent good value for money.
- 4.7 At crossing points where actions are proposed this is subject to further design work, associated TROs and Road Safety Assessments. The type of crossing facility proposed is considered on a case-by-case basis in accordance with Department for Transport guidance and determined by the existing road network, pedestrian and vehicle volumes and funding availability.
- 4.8 The assessment of new requests will be carried out once annually, and a new priority list established accordingly. The amended priority list will be proposed for

approval at the relevant Committee Meeting. Identified priority crossing points will then be implemented within that financial year, subject to funding.

Table 1 - Top ten identified priority crossings**

Crossi ng No.	Crossing Location	Priorit y Score	Proposed Actions	Proposed Crossing Facility	Funding Source 2016/17	* Future funding required
1	Church Road Hove near Hova Villas	30.2	Provide as part of future corridor improvement scheme	Corridor Treatment required	None	LTP
2	Sackville Rd, Old Shoreham Road	21.9	Junction improvement scheme linked to new development	Formal Pedestrian crossing on junction arms	None	S106
3	Hangleton Link Road (A293) NR Fox Way	20.1	Lining and signage	None	LTP	None
4	Cromwell Road East of Selbourne Place	18.2	Await outcome of TRO decision	Pedestrian Island	LTP	None
5	Whitehawk Road nr Henley Road	16.8	Implement in conjunction with the SRTS proposals.	Pedestrian Island	none	S106
6	Old Shoreham Rd near Olive Road	15.5	Further investigation required technically difficult site	Possible formal crossing	LTP	None
7	Eastern Road between Chesham St and Chichester Place	15	Implement as part of SRTS programme	Pedestrian Island	Possible S106	None
8	Goldstone Villas/Station Approach	14.1	Provide as part of future corridor improvement scheme	Corridor treatment and pedestrian islands	None	LTP
9	Mackie Avenue near Ladies Mile Road	14.1	Implement	Pedestrian Island	LTP	None
10	Millers Road/ Highcroft Villas	12.5	Implement improvements	Junction improvement s to improve pedestrian movements	LTP	None

^{*}Proposals require more funding than currently allocated therefore it is suggested additional funding is sought prior to implementation.

^{**} Marine Drive/ Rifle Butt Road will be returned to the priority list and can be seen in The Priority List Table 1 A.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The proposed assessment methodology has been considered and approved by Members of ECSOSC and furthermore has been approved at the Cabinet Member Meeting on the 26th May 2011.
- Works Notifications will be distributed at each location once feasibility and design work is completed, prior to implementation. In locations where Traffic Regulation Orders are required these will be advertised accordingly.

6. CONCLUSION

6.1 The adopted pedestrian crossing methodology was applied to crossing requests previously received and the list of priorities has now been identified. The report asks for approval to continue to prioritise new requests and to implement those recommended priorities.

7. FINANCIAL & OTHER IMPLICATIONS:

- 7.1 The capital costs associated to the recommendations in the report will be funded from the approved capital programme and funded from a mixture of Local Transport Plan (LTP) capital funding, Section 106 receipts and identified external grant funding. The approved LTP budget allocation for pedestrian crossings in the 2016/17 financial year is £0.115m.
- 7.2 Officers will continue to identify opportunities to maximise external funding sources to support the implementation of pedestrian crossings. External funding is potentially an important source of income, but funding conditions need to be carefully considered to ensure that they are compatible with the aims and objectives of the council.

Finance Officer Consulted: Steven Bedford Date: 08/09/16

Legal Implications:

7.3 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic, including pedestrians. The actions detailed in this report will assist in demonstrating that the Council will be in a position to comply with its statutory duty.

The Council has to follow the rules on consultation promulgated by the government and the courts. The relevant provisions in relation to consultation on the proposals in this report are summarised below.

The Council must comply with the requirements of section 23 of the Road Traffic Regulation Act 1984. Before establishing, altering or removing a pedestrian crossing the Council must:

- A consult the chief officer of police about the proposal
- B give public notice of the proposal; and
- C inform the Secretary of State in writing.

Adequate time must be given for responses to be made to the public notice and any responses must be taken into account in finalising proposals.

Lawyer Consulted: Stephanie Stanmmars Date: 09.09.16

Equalities Implications:

7.3 None identified directly in relation to this report

Sustainability Implications:

7.4 Improving the pedestrian environment will increase the number of people choosing to walk. Walking is the most sustainable form of all transport modes as it produces zero emissions and also improves public health through increased physical activity.

Any Other Significant Implications:

7.5 None

SUPPORTING DOCUMENTATION

Appendices:

- 1. Pedestrian Crossing Priority Methodology
- 2. Proposed 2016/17 Pedestrian Priority List

Documents in Members' Rooms

1. None

Background Documents

1. New Pedestrian Crossing Methodology - 26th May 2011 Environment Cabinet Member Meeting

ASSESSMENT AND PROVISION OF PEDESTRIAN CROSSING FACILITIES

PURPOSE OF POLICY

To ensure that pedestrian crossings are provided on the basis of impartially assessed need

POLICY

1. When a request for a pedestrian crossing facility is received, an initial assessment will be undertaken to determine if the site meets the agreed pre-qualification criteria, as follows:

Pre-qualification criteria

- Where a pedestrian casualty has been recorded that site will be deemed to have met the criteria and will go on to be fully assessed.
- Where there is no pedestrian casualty record, a sample one hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites with a sample PV² value of greater than 0.2 x 10⁸ will be put forward for full assessment.
- 2. All sites meeting the pre-qualification criteria set out in (1) will be assessed in detail and prioritised using an approved assessment procedure that takes into account factors such as pedestrian casualties, speed limits, severance, access to schools and existing conditions (See Overleaf).
- 3. The type of facility constructed will be determined by site assessment bearing in mind the site characteristics including casualty history, vehicle speeds and difficulty of crossing.

NOTE ON PV2

PV² gives an impartial measure of the need for a pedestrian facility at any site by determining the number of vehicles and pedestrians using the area; it is nationally accepted and has been tried and tested over many years. Using a pre-qualification criteria ensures that detailed assessment is only undertaken for those sites with a proven need and reduces the impact on limited resources.

CROSSING TYPES

Traffic light controlled crossings can cost up to 5 times the cost of a zebra or a central island and, therefore, will only be provided where there is a clear identified need.

PEDESTRIAN CROSSINGS ASSESSMENT SCORING

Factor	Options	Score
1	Improvements for Mobility Impaired Score 2 for crossings specifically requested to improve conditions for mobility impaired	
2	Safer Routes to School Score 3 for sites specifically identified as an issue in a School Travel Plan	
3	Access to Public Transport Score 2 for sites which will improve access to public transport	
4	Reduction of Severance Score 2 for sites which reduce severance (e.g. to serve sole local store / shopping area or where a residential area is severed by a heavily trafficked A or B class road	
5	Pedestrian Casualties Score 3 for each pedestrian fatality Score 2 for each serious pedestrian casualty Score 1 for each slight pedestrian casualty	
6	Child Pedestrian Casualties Score 3 for each child pedestrian fatality Score 2 for each child serious pedestrian casualty Score 1 for each child slight pedestrian casualty	
7	Road Width Score 2 for roads over 9m Score 1 for roads between 7 and 9m	
8	Speed Limit Score 3 for roads subject to National Speed Limit Score 2 for roads subject to 50mph limit Score 1 for roads subject to 40mph limit	
9	Existing Pedestrian Facilities Score -3 for sites with an existing bridge or subway Score -2 for sites with existing traffic signals with no specific pedestrian facility Score -1 for sites with an existing traffic island	
10	Footpaths and Cycle Routes Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.	
11	Street Lighting Score 1 for sites with no street lighting Score 0.5 for sites with existing but sub-standard street lighting	
12	Walkability Score 1 for sites that will clearly improve the 'walkability' of an area, thereby resulting in additional pedestrian movements	
13	Links to South Downs Score 1 for sites that create a new link to the South Downs National Park	
12	Average PV squared value (busiest four hours) Score equals average PV squared x 10 (e.g. PV2 of 0.25 becomes score of 2.5)	
	Overall Score	

Appendix 2 Pedestrian Priority List and Associated Tables 2016/17

	Table 1 A 2016/2017 Pedestrian Priority List		= new entr	V
Z	Crossing Location	מקק		
Number	3	Crossing Point Reference	Assess- ment Year	Priority Score
1	Church Road Hove near Hova Villas	18/13	2013/14	30.2
2	Sackville Rd, Old Shoreham Road	67/11	2011/12	21.9
3	Marine Drive / Rifle Butt Rd - Reassessed	32/11	2011/12	21.6
4	Hangleton Link Road (A293) NR Fox Way	10/13	2013/14	20.1
\vdash	Cromwell Road East of Selbourne Place	11/13	2013/14	18.2
6	Whitehawk Road nr Henley Road	116	2015/2016	16.8
	Old Shoreham Rd near Olive Road	12/13	2013/14	15.5
8	Eastern Road between Chesham St and Chichester Pla	1216	2015/2016	15
\vdash	Goldstone Villas/Station Approach	27/11	2011/12	14.1
	Mackie Avenue north Warmdene Ave		2015/2016	14.1
\vdash	Millers Road/ Highcroft Villas	8/13	2013/14	12.5
	The Drive, near Eaton Rd arm (south)	53/11	2011/12	12.4
	Denmark Villas, Opposite Tesco's	17/11	2011/12	12.3
\vdash	Hollingbury Dip	30/11	2011/12	12.2
-	Hangleton / Old Shoream Road (north)	28/11	2011/12	12.1
\vdash	Winfeild Avenue near Carden Avenue	1316	2015/2016	12.1
\vdash	Old Shoreham Rd/ Shirley Drive (Arm 3)	44/11	2013/2010	11.8
	New Church Rd	2/11	2011/12	11.8
-				
-	Whitehawk Road near Marlow Road	3/13	2013/14	11
-	Old Shoreham Rd/ Shirley Drive (Arm 4)	44/11	2011/12	10.4
-	Olive Road, near Hallyburton Rd	35/11	2011/12	10
\vdash	High Street / Windlesham Cl Portslade	816	2015/2016	9.9
	The Drive Cromwell Rd (east Arm)	52/11	2011/12	9.7
24	Goldstone Cres/ The Droveway Church Road, Portslade, Between St Peters Rd & St	25/11	2011/12	9.5
25	Michaels Rd	2616		9.4
\vdash	Preston Road north of Rookery Close	2/13	2013/14	9.2
20	Carden Avenue between Warmdene Road and	2/10	2013/14	0.2
27	Wilmington Way	1416	2015/2016	8.7
\vdash	Trafalgar Rd (OSR)	59/11	2011/12	8.2
29	Upper Rock Gardens/ St James Street Junction North	1/12 (N)	2012/13	8.1
	Hangleton Lane	3/11	2011/12	7.7
	Warren Hill near Hill View Rd	13/13	2013/14	7.7
32		61/11	2011/12	7.6
-	Shirley Drive, north of the Droveway	45/11	2011/12	7.5
	Wilson Avenue, near Henley Rd	63/11	2011/12	7.3
	Lower Rock Gardens / Marine Parade		2015/2016	7.2
	Goldstone Crescent between Nevill Way & Elizabeth	0.10		
36		1116	2015/2016	7
37	Hangleton / OSR (south)	28/11	2011/12	6.4
	Upper Rock Gardens/ St James Street Junction South	21/12 (S)	2012/13	5.5
	Freshfeild Road / St Lukes Terrace	1016	2015/2016	5.4
40	Freshfield Road/ Near Elm Grove Junction	8/12	2012/13	5.4
\vdash	Ditchling Road/ nr Osborne Road	716	2015/2016	5.1
42	Surrey Street near Upper Gloucester Rd	2416	2015/2016	5.1
	New Church Road (Between Portland Villas and			
	Saxon Road)	2016	2015/2016	4.9
44	Roedean Road & Wilson Avenue	2316	2015/2016	4.9
45	Winfield Avenue north of Jasmine Court	15/13	2013/14	4.8
46	The Drive, near Eaton Rd arm (north)	53/11	2011/12	4.5
47	Upper Lewes Road	1816	2015/2016	4.4

	Table 1 A 2016/2017 Pedestrian Priority List (contin	= new entr	y	
Number	Crossing Location	Crossing Point Reference	Assess- ment Year	Priority Score
48	Hollingdean road	416	2015/2016	4
49	Court Farm Road	516	2015/2016	4
50	Bear Road (between junction with Bevendean Road and the Cemetery entrance)	2516	2015/2016	3.9
51	Ditchling Rd/ Upper Lewes Rd Junction North arm	10/12 (N)	2012/13	3.5
52	Fonthill Rd / Newtown Rd	18/12	2012/13	3
53	Nevill Avenue / Eridge Road	1516	2015/2016	1.8
54	Carden Avenue nr Warmdean Rd	4/12	2012/13	1.3
55	Queens Park Terrace, junction with Freshfield Road		2015/2016	1.3
56	Ditchling Rd/ Upper Lewes Rd Junction East arm	10/12 (E)	2012/13	1.2
57	Stanford Avenue / Nr Cleveland Road	1916	2015/2016	0.4

Table B. Removed From the Priority List

Number	Crossing Location	Crossing Point	Assessment Year	Priority Score	Explanation
1	Eastern Rd near College Rd	18/11	2011/12	63.4	Existing crossing no further action at this stage
2	Warren Rd, near McWilliam Rd	64/11	2011/12	37.9	Planed improvements not supported by Ward Members 2012
3	Carden Avenue/ Braybon Avenue	9/11	2011/12		Formal crossings exist within 100 meters no further action
4	Dyke Rd / The Droveway	20/12	2012/13	17.7	No suitable Highway Design solution currently available due to location
5	Preston Drove, opposite Blakers Park	39/11	2011/12	13.4	2012/13 Committee report suggests no further action required

Z	Crossing Location	ZΩ	5	F
Number		Crossing Point Reference	Installation year	Funded by
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		Poj	n ye	<
		n t	ear	
1	Lewes Rd/ nr. Queensdown School Road	41	2011/12	LSTF
2	Goldstone Villas/ Blatchington Rd	26	2011/12	
3	Portland Rd/ Rutland Gardens	36	2011/12	LSTF
4	Coldean Lane, nr, Park Rd	66	2011/12	LSTF
5	Trafalgar Rd/ Victoria Rd near mini rbout	60	2011/12	SRTS
6	Trafalgar Rd/ Shelldale mini roundabout		2011/12	SRTS
7	Nevill Road, opposite passenger entrance to car park	33	2011/12	S106
8	Channel View Road Warren Rd- near cemetery bus sto	7	2011/12	LTP
9	Old Shoreham Rd/ Shirley Drive	44	2011/12	LTP
10	Old Shoreham Rd/ Shirley Drive (Arm 2)	44	2011/12	LTP
11	The Drive Cromwell Rd junction South Arm	52/11	2012/13	LTP
12	The Drive, near Wilbury Ave	54/11	2012/13	LTP
13	Goldstone Villas / Clarendon Rd	7/12	2012/13	LTP
14	Carden Avenue, near Sainsbury's	10/11	2012/13	LTP
15	The Drive / Cromwell Rd Arm 4 (west arm)	52/11	2012/13	
16	Sackville Rd, north of Livingstone Rd	42/11	2012/13	
17	Surrenden Rd / Harrington Rd	49/11	2013/14	
18	Surrenden, opp loder Rd	50/12	2013/14	
19	Surrenden Road opp Varndean Rd	51/11	2013/14	
20	Blatchington Road junction with Belfast Street	SRTS	2013/14	SRTS
21	Eaton Gardens junction with Eaton Road	STRS	2013/14	STRS
22	Eaton Villas/ Denmark Villas junction	SRTS	2013/14	SRTS
23	Somerhill Ave/ Holland Road junction	SR TS	2013/14	SR TS
24	Holland Road	SRTS	2013/14	SRTS
25	Locks Hill Portslade	SRTS	2013/14	SRTS
26	Manor Road/ Easthill Wy Portslade	SRTS	2013/14	SRTS
27	Boundary Road / Seaford Road Portslade	SRTS	2013/14	SRTS
28	Ashton Rise/ Sussex Street	Section 106	2013/14	Section 106
29	Preston Drove/ Preston Park Ave	SRTS	2012/13	SRTS
30	Ditchling Road/ Friar Road	SRTS	2012/13	SRTS
31	Hangelton Road/ Clarke Avenue	Section 106	2014/15	LTP
32	Carden Avenue Nr London Road	Section 106	2014/15	Section 106
33	Pavilion Parade, Edward Street,	20/11	2011/12	BBA
34	Upper Rock Gardens/ Edward Street Junction West Arı	17/12	2012/13	BBA
35	Davigdor Road / Montifore Road	5/13	2014/15	SRTS
36	Sackville Rd, nr Connaught Rd infants	43/11	2015/16	SRTS
37	Holland Rd/ Lansdowne Road, Southern arm	29/11	2014/15	SRTS
38	Locks Hill north of St Nicolas School	22/13	2013/14	SRTS

Table D Requested Crossing points where Initial Criteria was not met

	Table D Requested Crossing points where Initial Cr	iteria was no
Number	Crossing Request Leasting	Crossing Point
	Crossing Request Location	Reference
	Davey Drive, near The Crossway	15
\vdash	Upper Lewes Road, nr Roundhill Crescent	65
-	Ethel St, near Clarendon Rd	22
	Cleveland / Stanford Rd	13
	Nizells Avenue	34
\vdash	Old Shoreham Road/ Near Radinden Manor Rd	57
7	Bear Road nr cemetery / Tenantry Road	6
	Port Hall Avenue	37
9	Southdown Road, by ped entrance to Blakers Park (nur	
10	Conway St, Off Clarendon Road	14
11	Balfour north of Loder	4
12	Carden Avenue Outside Elwyn Court	2
13	Dyke Road Avenue / Tongdean Lane	3
14	Balfour Road, Opp Varndean	5
15	Ditchling Road north of Ashford Road	23
16	Old Shoreham Road (Silverdale Road Hove/Ferndale Road)	13
	Mile Oak Road / The High street	5
	Queens Park Terrace, Queens Park Rise and East	
18	Drive.	6
19	Hawlkhurst Road / Junction Beatty Avenue	16
20	Eaton Gardens, Southern end	19
21	Freshfield Road/ junction with Pankhurst Av	9
22	Stroudley Road	12
23	Hangleton Way Nr Downland Drive	19
24	The Crestway near Tavistock Down	22
25	Brentwood Road / Lynchet Close	21
26	Lansdowne Road, bottom of York Rd	31
27	Ditchling Rd/ Oxford Street	14
28	Upper Rock Gardens/ Edward Street Junction North A	17
29	Upper Rock Gardens/ St James Street Junction East a	1
30	Braybon Avenue / Junction with carden Av	06/13
31	King George VI Avenue near the roundabout at the A27	19/13
32	Carden Hill / Nr Carden Park	01/13
33	Manor Hill north of Maresfield Road	09/13
34	Saltdean Vale south of Lustrells Vale	16/13
35	Falmer road near Court ord Road	14/13
36	Pelham Street opposite City College	4/13
	Mill Rise near Accession Church	20/13
	Mill Road to link with the A27 bridge cross over	21/13
-	Hangleton Way between Hardwick Way and Hardwick	07/13
	Bexhill Road south of Balsdean Road junction	17/13
-	Lewes Road Opposite Bates Estate	172016
	Brentwood Road nr Lynchet Close	92016
-	Chichester Drive West, near Saltdean Vale	222016
	Mackie Avenue near Braside	22016

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 32

Brighton & Hove City Council

Subject: Cromwell Road Pedestrian Crossing TRO Objection

Date of Meeting: 11 October 2016

Report of: Executive Director – Economy, Environment &

Culture

Contact Officer: Name: Tracy Beverley Tel: 29-3813

Email: Tracy.beverley@brighton-hove.gov.uk

Ward(s) affected: Goldsmid Ward

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 At the 26th May 2011 Environment Cabinet Member Meeting the pedestrian crossing assessment methodology was approved and permission granted to carryout assessments to produce the first pedestrian crossings request list within the financial year 2011/12.
- 1.2 Since the introduction of the Pedestrian Crossing Priority List, 38 locations have benefited from improvements to the Highway through various funding streams including Local Transport Plan, Local Sustainable Transport Fund, and Better Bus Areas.
- 1.3 Cromwell Road near Selbourne Place, Hove was included as a priority location within the 2014/15 priority list and recommendations were put forward to introduce a pedestrian island to assist pedestrians crossing at this location
- 1.4 The associated Amendment Order No.* 201* (ref: TRO-3-2016) was advertised on 26th February 2016. One objection was received by a resident relating to the relocation of a disabled parking bay and loss of parking.

2. **RECOMMENDATIONS:**

2.1 That the committee supports the advertised Amendment Order No.* 201* (ref: TRO-3-2016).

3. CONTEXT/ BACKGROUND INFORMATION

3.1 Requests for new pedestrian crossings are received regularly from members of the public and local Ward Members. Subject to the availability of funding, potential crossing locations were previously prioritised based on the number of pedestrian accidents in the immediate vicinity. At the Environment & Community Safety Overview Scrutiny Committee (ECSOSC) meeting on 21st July 2010, Members requested a review of this process. It was felt that the existing methodology did not consider the social issues associated with a lack of safe crossing points, nor did it consider the perceived danger of crossing the road.

- 3.2 Following the initial 21st July 2010 ECSOSC meeting officers undertook an investigation of pedestrian crossing assessment procedures used by other authorities in the South East region and proposed a point scoring system to enable a more wide ranging assessment to take place, taking into account the social factors in addition to collision history. Following this investigation a new robust pedestrian crossing methodology was proposed to assess crossing requests. This improved new methodology considers a range of important social factors which effect pedestrian movement such as public perception of danger, the impact of crossings on community cohesion, access to key services and green space and improvements for mobility impaired people.
- 3.3 In publishing the results of the crossing assessments on an annual basis the new methodology enables a more transparent approach to assessing pedestrian crossings and a more proactive approach to responding to requests from Ward Members and the public.
- 3.4 As part of the implementation process it is often necessary to make amendments to the existing parking/ loading restrictions this is formally carried out by the TRO process to support highway improvements. In the case of Cromwell Road, Hove the TRO was advertised to restrict parking directly within the extent of the proposed pedestrian island which has a knock on effect to the disabled parking bays situated outside no.92 Cromwell Road.
- 3.5 During the consultation period one objection was received. This objection was made although the resident supports a safe place for crossing they object to the loss of the equivalent of 2 parking spaces on the north and south side of Cromwell road resulting in additional competition for the remaining spaces. The respondent is a Blue Badge holder and therefore is also concerned that the disabled bays would be moved further away. The respondent believes this would exacerbate personal conditions. However, support from the applicant of the existing two disabled parking bays was received in writing.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Officers have been in contact with the respondent recommending that the resident applies for a disabled parking bay outside of their property and also that they might be eligible for a reduced rate permit.
- 4.2 There is an option to relocate one of the disabled parking bays located outside number 92 to the west of the proposed crossing. This would involve additional costs to redesign and advertise the associated TRO. It is also unlikely that the applicant of the disabled parking bay would support this relocation as it currently supports an existing care home and is regularly in use.
- 4.3 The council's city wide policy regarding disabled parking is to provide a disabled bay in a residential area within 50 meters of the user's destination. Considering the proposal is to relocate the disabled parking bay 5.5m to the east the bay would still be within 20m of the respondents address.
- 4.4 Officers have advised that Blue Badge holders may park within mixed use bays (P&D and Permit holders) which exist along Cromwell Road for free or use the

existing disabled spaces of which there are two within 20m of the respondents address.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The TRO amendment was advertised in the local press on 15 April 2016 and notices were posted in the locality in accordance with standard procedures. Details of the amendment have been sent to the full list of statutory consultee and relevant council officers.
- 5.2 Comments from the applicant of the original disabled bay holder supported the proposals in writing. Brighton and Hove Bus and Coach Company submitted a comment regarding available road width which was responded to and supported. No other comments have been received.

6. CONCLUSION

6.1 Considering the options and comments received officers recommend that the Amendment Order No.* 201* (ref: TRO-3-2016) is supported and implemented as advertised.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The cost of the recommended advertisement of the TRO is estimated to be approximately £1,000 and will be funded from the approved freestanding Crossings budget within the Local Transport Plan capital programme 2016-17. The costs associated to officer time to support the advertisement for the TRO will been met from existing revenue budgets within the Transport service.

Finance Officer Consulted: Steven Bedford Date: 08/09/16

Legal Implications:

- 7.2 Before making Traffic Orders the Council must consider all duly made unwithdrawn objections. Where there are unresolved objections to a Traffic Order then the matter is referred to the Environment, Transport & Sustainability Committee for a decision.
- 7.3 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of traffic including pedestrians.

Lawyer Consulted: Stephanie Stammers Date: 12/09/16

Equalities Implications:

7.4 None

Sustainability Implications:

7.5 None

Any Other Significant Implications:

7.6 None

SUPPORTING DOCUMENTATION

Appendices:

1. TRO - Statement of Reasons

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 33

Brighton & Hove City Council

Subject: Gloucester Rd/ East St/ Avenue TRO Objection

Date of Meeting: 11 October 2016

Report of: Executive Director – Economy, Environment &

Culture

Contact Officer: Name: Matthew Thompson Tel: 29-0235

Email: Matthew.Thompson@brighton-hove.gov.uk

Ward(s) affected: St Peter's & North Laine; Regency

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 Brighton & Hove City Council has recently undertaken a cycle map renewal project funded by Department for Transport Transition Grant funding for sustainable transport projects in 2015/16.
- 1.2 The Traffic Regulation Order (TRO) amendments TRO-8a-2016 and TRO-8b-2016 deal with anomalies and desirable adjustments at four sites on the public highway brought to the attention of officers during the cycle map renewal project.

2. **RECOMMENDATIONS:**

- 2.1 That the committee agrees to adopt the amendments to TRO-8a-2016 and TRO-8b-2016 as proposed.
- 2.2 That the committee instructs officers to advertise a new TRO amendment to The Brighton (North Laine Traffic Management) Order 1986 allowing cycling on Gloucester Road between Kensington Place and Queens Gardens to ensure all local stakeholders have an opportunity to respond to the proposed change.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 TRO-8a-2016 and TRO-8b-2016 were advertised under the relevant sections of the Road Traffic Regulation Act 1984 proposing to introduce the following changes:
 - Permitting cycling on Gloucester Road between a point 11m west of Sydney St to a point 11m east of Tidy Street as current signage in situ indicates.
 - Permitting cycling on East St from a point 13 metres south of the junction with Steine Lane to the junction with Bartholomews as current signage in situ indicates.
 - Permitting left turns for cyclists from Bartholomews into East Street.
 - Creating a shared use space on Avenue between East Street and Steine Lane.

- 3.2.1 These changes address historical anomalies in traffic regulation orders and signage which were discovered during the process of updating the city cycle map.
- 3.2.2 Additional changes in East St and Avenue are intended assist with cycle permeability in the Old Town, where they will encourage cyclists to avoid the Aguarium roundabout.
- 3.2.3 No change was proposed to the current ban on the use of pedal cycles on Gloucester Road between the western kerb line of Kensington Place and the eastern kerb line of Queen's Gardens as set out in the Brighton (North Laine Traffic Management) Order 1986.
- 3.3.1 Bricycles (the Brighton & Hove Cycling Campaign group) have objected to this as a change to the TRO. The campaign group want to see cycling permitted on the additional section of Gloucester Road (referred to above at 3.2.3).
- 3.3.2 Bricycles have declined to withdraw the objection despite the fact that no change is being proposed at this location. Officers have been advised by our legal team that the objection must be considered by the committee because the group disagree with officers' interpretations of the amendments proposed.
- 3.3.3 All four proposed actual changes are blocked by this objection because they have been grouped together under two of the related Traffic Order amendments in order to reduce advertising costs.
- 3.4.1 The Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations only refer to an objection being irrelevant when it relates to an order prohibiting the loading or unloading of vehicles. Otherwise the Regulations simply refer to the right to make objections which the local traffic authority must consider.
- 3.4.2 Officers attended a site visit with Bricycles representatives in July to hear their concerns and to suggest alternative ways to bring this issue to the committee's attention. Copies of all relevant traffic orders have been supplied to the group and our lawyers have provided advice to confirm that the term "vehicle" includes pedal cycles for the purposes of the Brighton (North Laine Traffic Management) Order 1986, meaning cycling is currently banned on the section of Gloucester Road referred to at 3.2.3
- 3.4.3 The Council's legal team confirm that under Regulation 19 of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996, the Committee can agree to a TRO amendment as recommended after complying with the requirements for consultation, publication of proposals and objections. The committee can also amend a proposed TRO to something less (for example, shortening a proposed length of double yellow lines). However, it cannot increase the provisions of a proposed TRO to include additions which have not been published, consulted on and which have not had any objections dealt with.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The change Bricycles seek will improve cycle permeability in the North Laine and is consistent with current policy in the area.
- 4.2 A separate TRO amendment proposing this change can be brought to the committee without further delays to other changes proposed.
- 4.3 In order to add the changes Bricycles seek to the current amendments, all amendments will have to be advertised again, thereby further delaying changes which are not opposed.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 The new TRO amendment consultation period will give local stakeholders a formal chance to comment and object to the proposals so that these can be reported back to the committee if necessary.

The current amendments were advertised in the usual way with newspaper advertisements and public notices at the locations concerned. No other objections have been received to the TRO amendments currently proposed.

6. CONCLUSION

- 6.1 The objection has prevented four amendments from being implemented for over four months since the end of their advertising period in early May.
- 6.2 St Peters & North Laine residents and traders will have the opportunity to comment on the new Gloucester Road proposal but will not prevent the other changes from taking place for another two months.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The costs of advertising and other actions associated to implementing the recommended Traffic Regulation Order are estimated to be £0.001m. It is anticipated that costs will be funded from the Department for Transport (DfT) Sustainable Travel Transition Year grant funding in 2016-17.

Finance Officers Consulted: Steven Bedford Date: 13/09/16

<u>Legal Implications:</u>

- 7.2.1 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists.
- 7.2.2 Before making Traffic Orders the Council must consider all duly made unwithdrawn objections. It is usually possible for proposed orders to be modified,

provided any amendments do not increase the effects of the advertised proposals.

Lawyer Consulted: Stephanie Stammers Date: 12/09/16

Equalities Implications:

7.3 There are no equalities implications.

Sustainability Implications:

7.4 The amendments currently proposed support cyclist safety and improve cycle access to the central area of the City.

Crime & Disorder Implications:

7.5 The TRO amendments clarify the legal status of cyclists using these sections of the public highway.

Risk and Opportunity Management Implications:

7.6 Officers have discussed signage in East St and Avenue with local residents.

Temporary 'Share the Space, Drop your Pace' signs will be installed to publicise the change and encourage considerate cycling. Permanent shared use signs will be erected to make the status of the area clear to all road users.

Public Health Implications:

7.7 The measure encourages a sustainable mode of transport which eliminate emissions and increases user fitness.

Corporate / Citywide Implications:

7.8 The new online cycle map facility will be updated to reflect the changes and a press campaign will draw the public's attention to this.

SUPPORTING DOCUMENTATION

- 1. TRO-8-2016 Statement of reasons
- 2. TRO-8-2016 Prohibition of Driving
- 3. TRO-8b-2016 One way Order
- 4. Text of Objection received.

Documents in Members' Rooms

1. The Brighton (North Laine Traffic Management) Order 1986

BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

Brighton & Hove Prohibition of Driving Order 201* (Ref TRO-8a-2016)

Brighton & Hove (Various Roads) (One Way) Traffic Order 2012 Amendment Order No. * 201* (Ref TRO-8b-2016)

STATEMENT OF REASONS

In East Street the Council is proposing to amend the Traffic Regulation Orders to allow the right to cycle through the pedestrianised area south of the junction with Steine Lane southwards to the junction with Bartholomews to make it consistent with current signage. Right turns from Bartholomews into East Street for cyclists only are proposed to allow northbound cyclists to access North St and the A23 via the pedestrianised section of East Street without having to use the Aquarium roundabout

The Avenue is proposed to be designated shared use to allow eastbound cyclists to access the Old Steine from Bartholomews without having to use the Aquarium roundabout.

In Gloucester Road it is proposed to amend the Traffic Regulation Order to allow the right to cycle through the pedestriansed area between the junctions with Sydney and Tidy Streets to make it consistent with current signage.

Dated: 8th April 2016
Executive Director Environment, Development & Housing Brighton & Hove City Council c/o Parking Infrastructure
Kings House
Grand Avenue
HOVE BN3 2LS

BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

Brighton & Hove Prohibition of Driving Order 201*

Brighton & Hove City Council ("the Council") in exercise of its powers under sections 9 and 10 of the Road Traffic Regulation Act 1984 ("the Act") as amended and Part IV of Schedule 9 to the Act and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order:

This Order shall be cited as the "Brighton and Hove (Old Town Area) Prohibition of Driving Order 201*".

The provisions of this Order will come into operation on the day of 2016.

- I. In this Order:
- "Pedal Cycle" has the same meaning as in Regulation 4 of the Traffic Signs Regulations and General Directions 2002;
- "Pedestrian controlled vehicle" means a specialised window cleaning vehicle or other motor vehicle which is a controlled by a pedestrian and not constructed or adapted for use or used for the carriage of a driver or passenger and which is being used for the purpose of maintenance to the roads contained within Schedule I, and buildings adjacent thereto which are only accessible from those roads.
- "Motor vehicle" means a mechanically propelled vehicle intended or adapted for use on roads subject to Section 20 Chronically Sick and Disabled Persons Act 1970".
- 2. No person shall except upon the direction or with the permission of a police officer in uniform or person authorised by the Council cause any vehicle including pedal cycles to proceed in the lengths of roads specified in Schedule 1 to this Order.
- 3. No person shall except upon the direction or with the permission of a police officer in uniform or person authorised by the Council cause any vehicle other than a pedestrian controlled vehicle or Pedal Cycle to proceed in the lengths of roads specified in Schedule 2 to this Order.
- 4. No person shall except upon the direction or with the permission of a police officer in uniform or person authorised by the Council cause or permit any motor vehicle to proceed in the length of road specified in Schedule 3 to this Order other than:-

- (i) a vehicle being used in the course of an emergency for fire service, ambulance service or police purposes.
- (ii) a vehicle in the service of a local authority being used in pursuance of its statutory powers or duties and if that vehicle cannot reasonably be used for the same purpose in any other road.
- (iii) to enable the vehicle (if it cannot reasonably be used for the same purpose in any other road) to be used in connection with any of the following operations in an emergency: building works; the removal of any obstruction to traffic; the maintenance, improvement or reconstruction of the road; the laying, erection, alteration or repair in or adjacent to the road by an Undertaker of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or any telecommunications apparatus.
- (iv) for the purpose of delivering or collecting goods or merchandise or for loading or unloading at premises immediately adjoining and only accessible from those roads or
- (v) for using the off-street parking facilities immediately adjoining and only accessible from those roads.
- 5. The Council are satisfied that for avoiding danger to persons or other traffic using the lengths of roads referred to in Schedules I and 2 of this Order or for preventing the likelihood of any such danger arising it is requisite that Section 3 (I) of the Act of 1984 should not apply in relation to those Articles.

Schedule I

Item	Road	Carriageway	Description
I	Gloucester Road		Between the western kerbline of Kensington Place and the eastern kerbline of Queen's Gardens.

Schedule 2

Item	Road	Carriageway	Description
	Avenue		Entire Length
2	Brighton Place	Northorn	From its junction with Market Street
	2 Brighton Place Northern		westwards for 21 metres.
3	East Street	Western	Adjoining numbers 27 to 38
4	4 Market Street Eastern		From a point 3.5 metres west of the western
7			side of Regent Arcade to the eastern end.
5	Market Street	Northern	From its junction with East Street westwards
	That Ret Street	Northern	and southwards for 79 metres.

6 Nile Street Entire Length	
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Schedule 3

Item	Road	Carriageway	Description
	Brighton Place	Western	Entire Length
2	Brighton Place	Northern	From 21 metres west of its junction with
	2 Brighton Flace		Market Street westwards to its western end.
			Between a point 11 metres west of the
3	Gloucester		western kerbline of Sydney Street and point
3	Road		II metres east of the eastern kerbline of Tidy
			Street.
			From the northern kerbline of Bartholomews
4	Market Street		northwards for 64.5 metres and then
7	Market Street		eastwards to a point 3.5 metres west of the
			western side of Regent Arcade.
			From a point 13 metres south of the
			southern kerbline of Steine Lane to a line
5	East Street		adjoining the northern kerbline of
	Last Street		Bartholomews and a point on the eastern
			kerbline of East Street 3 metres south of the
			southern side of Avenue
6	Steine Lane		Entire Length
		Western	From the northern kerbline of Steine Lane
		Carriageway to the	southwards for a distance of 40.5 metres.
		west of the bus	
7	Old Steine	island fronting	
		Steine House and	
		Marlborough	
		House)	

The following orders are subsequently revoked in their entirety:-

- Borough of Brighton The East Sussex (Old Town Area) (Prohibition of Driving)
 Order 1989
- The East Sussex (Old Town area, Brighton) (Prohibition of Driving Order 1989 (Amendment No.1) Order 1990
- The East Sussex (Old Town area, Brighton) (Prohibition of Driving Order 1989 Amendment Order 1995 No.1
- The Brighton (Old Steine/Steine Lane) (Prohibition of Driving) Order 1989
- The Brighton (Avenue) (Prohibition of Driving) Order 1981

The following order is revoked in a part:-

The Brighton (North Laine Traffic Management) Order 1986 Schedule 1 is revoked (items (a) and (b))

MADE UNDER THE COMMON SEAL OF BRIGHTON & HOVE CITY COUNCIL
this day of
Executed as a deed by affixing the common seal of BRIGHTON & HOVE CITY COUNCIL in the presence of
Authorised Officer

BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

BRIGHTON & HOVE (VARIOUS ROADS) (ONE WAY) TRAFFIC ORDER 2012 AMENDMENT ORDER NO. * 201*

Brighton & Hove City Council ("the Council") in exercise of its powers under Sections I(I), 2 (I) to (3), 3 and 4 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and in accordance with Part III of Schedule 9 of the Act hereby makes the above named Order.

- 1. This Order may be cited as The Brighton & Hove (Various Roads) (One Way) Traffic Order 2012 Amendment Order No.* 201* and shall come into operation on the ** day of 201*.
- 2. The Brighton & Hove (Various Roads) (One Way) Traffic Order 2012 is amended as follows:

After no.1 Arundel Place add the following item:

Item No.	Road Name	Description	Permitted Direction
la	East Street	From a point 13 metres south of Steine Lane to its junction with Bartholomews	Southwards.

3. The Brighton (East Street) (One-Way Traffic) Order 1990 is hereby revoked in its entirety.

MADE UNDER THE COMMON SEAL OF BRIGHTON & HOVE CITY COUNCIL
this day of
Executed as a deed by affixing the common seal of BRIGHTON & HOVE CITY COUNCIL in the presence of
Authorised Officer

29 April 2016 4:26 PM **To:** Parking Consultation

Cc: XXX XXX

Subject: TR0-8b-2016 support and TRO-8a-2016 support except for Schedule 1

(Address provided)

On behalf of Bricycles, the Brighton and Hove Cycling Campaign, we would like to support measures to enable cycling in the following TROs.

We support **TRO-8b-2016** Brighton & Hove (Various Roads) (One-Way) Traffic Order 2012 Amendment Order No.* 201*

In **TRO-8a-2016** Brighton & Hove Prohibition of Driving Order 201* we support schedules 2 and 3, <u>but</u> <u>not schedule 1</u> about Gloucester Road between Kensington Place and Queens Gardens which is to become no cycling.

We would like to see measures to enable 2-way cycling along the whole of East Street. It has a toucan at the bottom and it is the logical way to/from the seafront for many cyclists.

We have found these TROs quite difficult to understand, and the plans did not help very much. It would be easier if the reference number (8a,8b etc) also appeared on the Order so that there is no mistake about which one's which. There are lots of references to old traffic orders which will be a mystery to most people.

Best wishes,

XXX XXX, Campaigns Officer & News Editor
Bricycles, the Brighton and Hove Cycling Campaign
www.bricycles.org.uk www.facebook.com/Bricycles and twitter.com/Bricycles
Cycling UK campaigner, Brighton and Hove www.cyclinguk.org/
Bike rides - http://www.brightonandhovectc.co.uk

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 34

Brighton & Hove City Council

Subject: Various Traffic Regulation orders

Date of Meeting: 11th October 2016

Report of: Executive Director – Economy, Environment &

Culture

Contact Officer: Name: Charles Field Tel: 29-3329

Email: Charles.field@brighton-hove.gov.uk

Ward(s) affected: Brunswick & Adelaide, Central Hove, East Brighton,

Goldsmid, Hollingdean & Stanmer, North Portslade,

Patcham, Preston Park, Regency. Rottingdean

Coastal, St Peter's & North Laine & Wish

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The Parking Infrastructure Team receive a number of requests for alterations to parking restrictions within the Controlled Parking Zones. These requests are most often from residents, but can also be from businesses, local members, or other services within the Council. After investigation, if it is decided that the request is justified then it is advertised within a Traffic Regulation Order.
- 1.2 This report considers the comments, support and objections received to an amendment Traffic Regulation Order, which contains proposals for overall 35 roads alongside two Traffic Regulation Orders relating to new restrictions.

2. RECOMMENDATIONS:

Citywide Order

- 2.1 That the Committee is recommended to (having taken into account of all the duly made representations and objections) agree the following:
 - a) Approve the Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* with the following amendments:
 - The proposed removal of the permit parking bay in Medina Place, is to be amended on this Traffic Order due to the reasons outlined in section 3.7.
 - The proposed removal of the shared parking bays in Regency Square, is not to be taken forward on this Traffic Order due to the reasons outlined in section 3.8.
 - The proposed removal of the loading bay in St Margaret's Place, is not to be taken forward on this Traffic Order and put on hold due to the reasons outlined in section 3.10.

Cityclean Order

- 2.2 That the Committee is recommended to (having taken into account of all the duly made representations and objections) agree the following:
 - a) Approve the Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No. * 201* with the following amendments:
 - The proposed double yellow lines on the east side of Lyminster Avenue, is to be amended on this Traffic Order due to reasons outlined in section 3.11

Manor Hill Order

- 2.3 That the Committee is recommended to (having taken into account of all the duly made representations and objections) agree the following:
 - Approve the Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment Order No.* 201*.

3. CONTEXT/ BACKGROUND INFORMATION

3.1 Three Traffic Regulation orders have been advertised recently which have received objections. The comments, support and objections are summarised and explained in detail in Appendix A and plans showing the proposals which have received comments or objections are shown in Appendix B. A summary of proposals are detailed in Appendix C.

Citywide Order

- 3.2 This Traffic Order includes proposed restrictions to over 35 roads citywide. A number of objections were received to the advertised Traffic Regulation Order.
- 3.3 In particular objections were received in relation to the following proposals:
 - a) Medina Place (Central Hove Controlled Parking Zone N) Proposed removal of permit parking place.
 - b) Regency Square (Regency Controlled Parking Zone Z) Proposed removal of shared parking places
 - c) St Margaret's Place (Regency Controlled Parking Zone Z) Proposed removal of Loading Bay
 - d) Regency Square (Regency Controlled Parking Zone Z) Proposed Motorcycle bays

Cityclean Order

- 3.4 This Traffic Order includes proposed restrictions to over 10 roads citywide following requests from CityClean due to difficulties with parked vehicles obstructing CityClean vehicles. A number of objections were received to the advertised Traffic Regulation Order.
- 3.5 In particular objections were received in relation to the following proposals:
 - a) Lyminster Avenue (Patcham) Proposed double yellow lines.
 - b) Overdown Rise (North Portslade) Proposed double yellow lines
 - c) Mile Oak Road (North Portslade) Proposed double yellow lines

Manor Hill Order

3.6 This Traffic Order proposes double yellow line restrictions to Manor Hill to prevent frequent incidents of inconsiderate parking that has prevented bus operators from being able to offer a reliable service. Two objections were received to the advertised Traffic Regulation Order.

Summary of Objections

Citywide Order

- 3.7 <u>Medina Place</u> There have been 2 objections to the proposed removal of a permit parking place. This was requested by a resident as they were having difficulties entering and exiting their property and the proposal would prevent vehicles parking in front of this entrance. However, during the consultation a couple of residents outlined that we should shorten the bay instead of removing a valuable parking space as there are only a few parking bays in this road, which is inadequate for the amount of residential properties. Therefore, as an amendment we are recommending to reduce the size of the parking place by only 1.3 metres which should reduce the difficulties.
- 3.8 Regency Square (Parking Bays) There have been 13 objections and 1 item of support to this proposal. This was requested by the Regency Square Area Society who requested parking be removed from the west side of the square (nearest the gardens) to improve traffic flow round the square. It was outlined this would reduce congestion when traffic is queuing to get into the car park. However, if we remove all the parking on the west side of the Square then potentially the double yellow lines may be used by blue badge holders up to three hours and, therefore, could still cause an obstruction with queuing traffic from the car park. The objections received from a number of residents have also outlined their concern regarding the loss of parking in a high demand area so it proposed to remove this proposal and keep the current situation. Further discussion will take place on any other options available.
- 3.9 Regency Square (Motorcycle Bays) There has been 1 objection and 2 items of support. This was requested by the Regency Square Area Society to provide

- motorcycle parking bays as currently motorcycles are being parked in the gardens near the war memorial. Therefore, due to this need in the area we are recommending to proceed with this proposal.
- 3.10 St Margaret's Place There have been 2 objections, 2 items of support and a petition of support with 4 signatures to the proposed removal of the loading bay. This was requested by a resident outlining that the loading bay was being misused by a nearby business and vehicles were parking in the bay overnight. This is a difficult issue and we have also recently received a letter from the caretaker of Sussex Heights on behalf of residents requesting that the loading bay remain. It is proposed, therefore, that we put a hold on this proposal and consult residents in the area through a leaflet drop including Sussex Heights to get their views on this proposal.

Cityclean Order

- 3.11 <u>Lyminster Avenue</u> There have been 2 objections to the proposed double yellow lines. This was requested by CityClean due to obstruction by parked vehicles with vehicles being unable to access properties to collect refuse. However, following discussions with CityClean and the resident it was agreed to change the double yellow lines on the east side to single yellow lines (Monday to Friday 9am to 12pm) and the double yellow lines to remain as proposed on the west side by the access road to the rear of properties. Therefore, it is recommended to proceed with single yellow lines on the east side and double yellow lines on the west side of the road.
- 3.12 Overdown Rise There has been 1 objection to the proposed double yellow lines. This was requested by CityClean due to obstruction by parked vehicles and vehicles being unable to access properties to collect refuse. Therefore, it is recommended to proceed with this proposal.
- 3.13 <u>Mile Oak Road</u> There have been 2 objections to the proposed extension of double yellow lines. This was requested by Ward Councillors as they have received complaints about Mile Oak Road at the junction of Chalky Road and how dangerous it is due to a number of vans parked directly by this junction which causes visibility issues. Therefore, it is recommended to proceed with this proposal.

Manor Hill Order

- 3.14 There have been 2 objections to the proposed double yellow lines. This was requested by the Brighton & Hove Bus Company as Manor Hill is an important bus route in the city and the inconsiderate parking that has occurred in this location has prevented local bus providers from being able to offer a reliable service on many occasions. Buses have become stuck for some time, unable to squeeze between parked vehicles and traffic islands put in for traffic calming / road safety measures. There have been instances of two buses meeting each other with one having to be reversed.
- 3.15 Ensuring the expeditious movement of traffic on the road network is a duty placed upon the Authority and the Traffic Manager by the Traffic Management Act 2004, therefore, appropriate efforts to ensure the movement of buses on this

network through the placement of double yellow lines is a reasonable and necessary action. Therefore, it is recommended to proceed with this proposal

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward or going ahead with a proposal where it has been recommended not to proceed.
- 4.2 However, it is the recommendation of officers that the recommended proposals are agreed for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Detailed plans and all the orders were available on the Council website and could be viewed using the public computers at Customer Service Centres at Bartholomew House, Bartholomew Square, Brighton and Hove Town Hall, Ground Floor, Norton Road, Hove.
- 5.2 The Ward Councillors for each area were consulted for all three Traffic Regulation orders, as were the statutory consultees such as the Emergency Services.

Citywide Order

- 5.3 The Citywide Traffic Regulation Order was advertised between the 1st July 2016 and 22nd July 2016.
- 5.4 Notices were also put on street for the 1st July 2016; these comprised of the notice as well as a plan showing the proposal and the reasons for it. The notice was also published in The Brighton Independent newspaper on the 1st July 2016.

Cityclean Order

- 5.5 The CityClean Traffic Regulation Order was advertised between the 24th June 2016 and 15th July 2016
- 5.6 Notices were also put on street for the 24th June 2016; these comprised of the notice as well as a plan showing the proposal and the reason for it. The notice was also published in The Brighton Independent newspaper on 24th June 2016.

Manor Hill Order

- 5.7 The Manor Hill Traffic Regulation Order was advertised between the 15th July 2016 and 5th August 2016
- 5.8 Notices were put on street for the 15th July 2016; these comprised of the notice as well as a plan showing the proposal and the reason for it. The notice was published in The Brighton Independent newspaper on 15th July 2016.

6. CONCLUSION

6.1 It is proposed that the recommendations are agreed due to the detailed reasons outlined in the report.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the report recommendations will be funded from the existing Parking Infrastructure revenue budget within the Transport service.
- 7.2 Any potential impact on parking income associated with the recommendations will have financial implications on the existing Parking revenue budget within the Transport service. It is difficult to estimate the potential impact on parking income as it is unknown whether vehicles will be displaced elsewhere or be discouraged from parking. It is estimated that the impact on parking income would be immaterial and therefore not require any amendments to current budgeted assumptions; however, this will be reviewed as part the Targeted Budget Monitoring process.

Finance Officer Consulted: Steven Bedford Date: 13/09/16

Legal Implications:

- 7.3 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious movement of traffic.
- 7.4 The action which a traffic authority may take in performing this duty include any action which they consider will contribute to securing a more efficient use of their road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

The recommendations detailed in this report will assist in demonstrating that the Council is complying with its statutory duty

Lawyer Consulted: Stephanie Stammers Date: 14/09/16

Equalities Implications:

7.5 The proposed measures will be of benefit to many road users.

Sustainability Implications:

7.6 The new motorcycle bays will encourage more sustainable methods of transport.

Any Other Significant Implications:

7.7 No other significant implications identified.

SUPPORTING DOCUMENTATION

Appendices:

- 1. Appendix A Summary of representations received
- 2. Appendix B Plans showing the proposals
- 3. Appendix C Summary of proposal put forward

Documents in Members' Rooms

1. None.

Background Documents

1. None.

APPENDIX A - Summary of representations received

Citywide Traffic Regulation order

Who	Road / Ward	Object / Support	Contents	Comments/Recommendations
Resident	Springfield Road – Controlled Parking Zone J	Objection	Relocation of Motorcycle Parking Place in Springfield Road — Objects to relocation due to the slight bend in the road and the speed of some drivers using this one-way stretch of Springfield Road. At the existing site, there is clear visibility up the road for both the motorcycles parking and re-joining the carriageway and the drivers of vehicles coming down the road. Alternatives area available rather than this proposal.	Relocation of Motorcycle Parking Place - This was requested by a couple of residents who use the motorcycle bay and have had their vehicles damaged from driver's exiting and entering Wellend Villas. The relocation would reduce the frequency of accidents and damage to vehicles.
Resident	Medina Place – Controlled Parking Zone N	Objection	Proposed Removal of Permit Parking Place in Medina Place - Objects as it is not necessary to remove the whole of the bay as reducing in size which would not block the entrance. There are only 3 spaces for approximately 20 houses; to remove this space would cause difficulties for the residents of this street.	Removal of Permit Parking Place – This was requested by a resident whose entrance to their property was blocked by vehicles parked in this space. However we have decided to shorten the bay by 1.3 metres rather than removing an entire parking space.
Resident	Medina Place – Controlled Parking Zone N	Objection	Proposed Removal of Permit Parking Place in Medina Place - Objects to this parking bay being removed. Residents on the road need these bays for parking and this bay could be reduced which would solve the issue.	Removal of Permit Parking Place – As Above

Resident	Regency Square	Support	Proposed Removal of Shared Parking Places &	
	& St Margaret's		Proposed Motorcycle Parking Places in Regency	
	Place -		Square and Removal of Loading Bay in St	
	Controlled		Margaret's Place – Supports the proposal to	
	Parking Zone Z		removal the parking . This will facilitate	
			movement around the square when there are	
			cars queuing to enter the Regency Square car	
			park. Several residents and businesses have	
			been inconvenienced at weekends and during	
			hot days as they have been unable to access	
			their premises via the western carriageway.	
			Also supports the creation of on-street motor-	
			cycle bays as a move toward preventing	
			motorcycles parking on public gardens of	
			Regency Square. Support the removal of the	
			loading bay as it is unacceptable to have a	
			loading bay situated immediately outside a	
			loading bay area.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places &	Proposed Removal of Shared Parking
	Controlled		Proposed Motorcycle Parking Places in Regency	<u>& Proposed New Motorcycle bays</u> –
	Parking Zone Z		Square - Objects to the proposal for removing	The removal of Shared Parking and the
			the parking. The traffic hold-up caused by	new Motorcycle bays were requested
			vehicles waiting to enter the underground car	by the Regency Square Area Society to
			park is a relatively very rare occurrence and the	remove parking from the west side
			scheme to remove parking entirely will place an	(nearest the gardens) to improve
			unduly heavy burden on us residents. There will	traffic flow round the square.
			be undue pressure on residents for parking	However, if we remove all the parking
			spaces which are already at a tight premium.	on the west side of the Square then

			Making it even easier for cars to queue for the underground car-park will, in addition, further increase the noise and pollution in the Square at the cost. Do not object to the addition of two relatively small places for motorcycle parking. However, would strongly suggest that illegal parking be pursued and prohibited on the Square itself in the vicinity of the War Memorial.	potentially the double yellow lines may be used by blue badge holders up to three hours and, therefore, could still cause an obstruction with queuing traffic from the car park. The objections received from a number of residents have also outlined their concern regarding the loss of parking in a high demand area so it proposed to remove this proposal and keep the current situation. The provision of motorcycle bays would stop motorbikes parking on the hard standing in the lower gardens near to the war memorial.
Resident	Regency Square – Controlled Parking Zone Z	Objection	Proposed Removal of Shared Parking Places & Proposed Motorcycle Parking Places in Regency Square – Objects to the removal of residents spaces in Regency Square. The parking here is a problem already and there is a car park available in the square. The reason to remove parking is to ease pressure on the car park is which not a problem at all. Also the proposal to remove the motorcyclist from the gardens and installation of motorcycle bays is a problem as a bay is directly opposite a residential block, This is a disaster as it is bad enough as the noise they make early in the moring at the weekends is horrendous. The	Proposed Removal of Shared Parking & Proposed New Motorcycle bays — As above.

Resident	Regency Square – Controlled Parking Zone Z	Objection	Independent of the square and then walk away like car users. They sit chatting and revving their engines for ages and ages. Why not put then on the other side of the square outside the restaurants were they will not disturb the residents. Motorcycles and residents do not mix and should not even be put in residential areas. Proposed Removal of Shared Parking Places in Regency Square — Objects to parking bays on the west side of Regency Square without replacing them. There is great pressure on parking in the square so cannot afford to lose these spaces. To remove these spaces for a very occasional traffic	Removal of Shared Parking Places – As Above.
Resident	Regency Square – Controlled Parking Zone Z	Objection	Proposed Removal of Shared Parking Places in Regency Square – Objects to the proposal as it will make parking even more difficult for residents than it currently is, every day of the year. The purpose of the proposed change is to reduce the very infrequent queues, on the occasional summer weekend, on the west side of Regency Square when the Regency Square car park is full. Such queues to access the car-park are an occasional irritation, but are very rare indeed.	Removal of Shared Parking Places –As Above.

Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square - Objects as this proposal	As Above.
	Parking Zone Z		removes far too many residents parking spaces	
			from Regency Square. This will only give a	
			temporary buffer for the queues that occur	
			during the summer month weekends. Where	
			residents will be suffering parking issues	
			everyday all year. Suggest patrols at weekends	
			so that drivers obey the do not queue sign or	
			better yet an electronic sign to say what the	
			waiting time is to stop drivers blocking the road.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square – Objects to the proposal to	As Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that there are only rare	
			occasions when the Regency Square car park is	
			full and there is a queue down the east side of	
			Regency Square. There is great pressure on	
			Residents Parking in the square and for those	
			living nearby.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –As
	Controlled		Regency Square – Objects to permanently	Above.
	Parking Zone Z		removing resident permit/parking bays along the	
			western side of Regency Square which is both	
			unfair to permit holders in the area, unnecessary	
			and actually increases the potential for traffic	
			gridlock.	

Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square – Objects to the proposal to	As Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that there are only rare	
			occasions when the Regency Square car park is	
			full and there is a queue down the east side of	
			Regency Square. There is great pressure on	
			parking in the square and for those living nearby.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –As
	Controlled		Regency Square – Objects to the proposal to	Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that there are only rare	
			occasions when the Regency Square car park is	
			full and there is a queue down the east side of	
			Regency Square. There is great pressure on	
			parking in the square and for those living nearby.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square – Objects to the proposal to	As Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that there are only rare	
			occasions when the Regency Square car park is	
			full and there is a queue down the east side of	
			Regency Square. There is great pressure on	
			parking in the square and for those living nearby.	

Resident	Regency Square – Controlled Parking Zone Z	Objection	Proposed Removal of Shared Parking Places in Regency Square – Objects to the proposal to remove the shared parking bays on the west side of the square. The removal of the parking spaces for resident is unjustified for the infrequent occasions when a queue develops for the car park. Removal of the car parking bays, without replacement parking bays elsewhere, will	Removal of Shared Parking Places – As Above.
Resident	Regency Square – Controlled Parking Zone Z	Objection	Proposed Removal of Shared Parking Places in Regency Square — Objects to the proposal to remove parking bays on the west side of Regency Square without replacing them. The reason for this is that there are only rare occasions when the Regency Square car park is full and there is a queue down the east side of Regency Square. There is great pressure on parking in the square and for those living nearby.	Removal of Shared Parking Places – As Above.
Resident	Regency Square – Controlled Parking Zone Z	Objection	Proposed Removal of Shared Parking Places in Regency Square – Objects to the proposal to remove parking bays on the west side of Regency Square without replacing them. The reason for this is that there are only rare occasions when the Regency Square car park is full and there is a queue down the east side of Regency Square. There is great pressure on parking in the square and for those living nearby.	Removal of Shared Parking Places – As Above.

Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square – Objects to the proposal to	As Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that there are only rare	
			occasions when the Regency Square car park is	
			full and there is a queue down the east side of	
			Regency Square. There is great pressure on	
			parking in the square and for those living nearby.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square – Objects to the proposal to	As Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that there are only rare	
			occasions when the Regency Square car park is	
			full and there is a queue down the east side of	
			Regency Square. There is great pressure on	
			parking in the square and for those living nearby.	
Resident	Regency Square –	Objection	Proposed Removal of Shared Parking Places in	Removal of Shared Parking Places –
	Controlled		Regency Square – Objects to the proposal to	As Above.
	Parking Zone Z		remove parking bays on the west side of	
			Regency Square without replacing them. The	
			reason for this is that on rare occasions, Bank	
			Holidays and some summer weekends when the	
			Regency Square car park is full there is a queue	
			down the east side of Regency Square. There is	
			great pressure on Residents Parking in the	
			square and for those living nearby. To remove 13	

			spaces for a very occasional traffic queue which only lasts from probably 1 to 3pm when the car park is full is not necessary.	
Resident	Regency Square – Controlled Parking Zone Z	Objection	Proposed Removal of Shared Parking Places in Regency Square — Objects to the proposal to remove parking bays on the west side of Regency Square without replacing them. The reason for this is that there are only rare occasions when the Regency Square car park is full and there is a queue down the east side of Regency Square. There is great pressure on parking in the square and for those living nearby.	Removal of Shared Parking Places – As Above
Resident	Regency Square – Controlled Parking Zone Z	Support	Proposed Removal of Loading Bay in St Margaret's Place – Supports the proposal to remove the loading bay as its current use increases the risk to pedestrians by restricting and sometimes blocking the pavement causing them to use the road. This is hazardous, particularly, for wheelchair users and parents with children in push chairs and also sometimes abused as overnight parking of trucks and vans takes place.	Removal of Loading Bay
Resident	St Margaret's Place – Controlled Parking Zone Z	Support	Proposed Removal of Loading Bay in St Margaret's Place – Supports the proposal to remove the loading bay as the retention of the bay encourages cars and trucks to park (no loading taking place) for extended periods and sometimes overnight.	Removal of Loading Bay

			The bay has encouraged bad parking behaviour infringing on residents need for peace and quiet. The bay has compromised access to St. Margarets Place for emergency vehicles. Frequent parking (not unloading) within and outside the bay severely restricts the road width.	
Residents	St Margaret's Place – Controlled Parking Zone Z	Support (Petition 4 signatures	Proposed Removal of Loading Bay in St Margaret's Place – Residents in support to removal of loading bay: as outlined below: 1) The Loading bay is not being used in the way it is intended. Simply by expanding activities into the street. 2) The loading bay has made the problem of rogue parking and unloading worse. 3) The loading bay abused has caused stress to residents wishing to enjoy peaceful occupation of their homes. 4) The residents would like to see a loading ban on the whole street. 5) Loading bay causes difficulties for pedestrians and residents restricting safe passage around vehicles parked in an inappropriate way. 6) Emergency vehicles access is compromised by hazardous parking in the street. 7) Trucks up to 44 Tonnes are unsuitable in these circumstances. 8) Damage to buildings has occurred in the past.	Removal of Loading Bay

			9) Vehicle use in St Margaret's Place is out of character for the area.10) Fun fair equipment disrupts life in the street with its size, noise and pollution and should be banned.	
Councillor	St Margaret's Place – Controlled Parking Zone Z	Support	 Proposed Removal of Loading Bay in St Margaret's Place it causes noise and smoke pollution for residents opposite it blocks the hotel's own loading area, resulting in hotel lorries queuing up in the street if impedes access for emergency vehicles there is a perfectly adequate loading area further up the street towards Sussex Heights the residents have had to put up with a lot from the various activities of the hotel's conferencing business (not the hotel's fault necessarily - I know they go to great lengths to reduce impact on residents but inevitably there are still adverse impacts) and this would be a positive step towards a more sustainable equilibrium where residents and the hotel can co-exist peacefully. 	Removal of Loading Bay

Resident	St Margaret's	Objection	Proposed Removal of Loading Bay in St	Removal of Loading Bay - This removal
	Place – Controlled		Margaret's Place – Objects to the removal of the	was requested by a local resident as
	Parking Zone Z		loading bay as vehicles will still park on the	the loading bay was being misused by
			double-yellow, including local residents	nearby business and vehicles who are
			loading/unloading their own vehicles, and that's	parking in the bay overnight.
			already the case despite the Loading bay, some	
			residents of St Margaret's Place park on double-	
			yellow on their side of the street. Keep the bay	
			as it is also useful to local residents.	
Business	St Margaret's	Objection	Proposed Removal of Loading Bay in St	Removal of Loading Bay - This
	Place – Controlled		Margaret's Place – Object to the removal of the	removal was requested by a local
	Parking Zone Z		2 loading bays in St Margaret's place which are	resident as the loading bay was being
			used by Sussex heights and the business and the	misused by nearby business and
			loss of both would hinder both properties	vehicles who are parking in the bay
			greatly. To lose this loading bay directly outside	overnight.
			of the loading area would be a massive financial	
			lost to the business as well as any potential	
			business they could bring to Brighton and this	
			loading in and out is a selling point for any major	
			conference wishing to be based at Brighton.	
			There are already bookings in the system for the	
			remaining of 2016 running through to 2018	
			where the loss of the loading bays would mean a	
			loss of revenue for the business and would dent	
			reputation in being able to deliver promises.	
			Bookings would have to be cancelled and refund	
			any money already taken and in some cases	
			possibly pay out any compensation due to the	

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inconvenience and time spent looking for
another venue. Have reviewed with Brighton &
Hove City Council (Environmental Health and
Planning Enforcement) the code of conduct
already agreed and with exemption of an event
in Oct 2015 have always stuck to the agreed
terms. The business has put in a lot of time and
money to try to resolve any issues and happy to
work with Council and residents to ensure a
smooth operation during these times and no
disturbance to be caused.

Who	Road / Ward	Object / Support	Contents	Comments/Recommendations
Resident	Lyminster Avenue - Patcham	Objection	Proposed Double Yellow Lines in Lyminster Avenue - Objects to the double yellow lines outside their property as use the garage for work purposes on a daily basis, the double yellow lines will restrict access to garage and driveway. Could the Council at least consider just suspending parking for the day of the week collection is required. It is unfair and disproportionate that parking outside the property all week and access to garage for the sake of one quick visit each week, that City clean are currently already able to do.	Proposed Double Yellow Lines — These were requested by Cityclean due to obstruction of parked vehicles and refuse vehicles being unable to access properties to collect refuse. However, through discussions with City clean and the resident it was agreed to change the double yellow lines on the east side to single yellow lines (Monday to Friday 9am to 12pm) and the double yellow lines to remain as proposed on the west side by the access road to rear of properties.
Resident	Lyminster Avenue - Patcham	Objection	Proposed Double Yellow Lines in Lyminster Avenue — Objects to this proposal as there has never been an access problem for HGV,s servicing the new development who are entitled to use the private access road in question. All HGV's using this private access road, including refuse collection vehicles, have always backed down it from the northern side of its junction with Lyminster Avenue and then turned left, (north), when exiting the junction. The access problem has therefore clearly been caused by the new development. To conclude, the double yellow lines herein referred to need to be placed north of the	Proposed Double Yellow Lines — As Above.

			northern kerb-line of the private access road and not south of its southern kerb-line, as the Council propose.	
Resident	Overdown Rise - North Portslade	Objection	Proposed Double Yellow Lines in Overdown Rise — Objects to the proposal although appreciate why the double yellow lines are being placed there, and do not disagree with the entire plan. The double yellow lines on the left hand side of the road (on the southern side on the bend) are perfect. That corner is dangerous, as you could not get an ambulance down our street when cars are parked there. However, do not agree with the double yellow lines proposed on northern side as there is never anywhere to park on this street as it is. Those yellow lines will take away a lot of parking space. Many of the residents on the street have driveways, and more than one car but do not use their driveways. The issue of where to park on the road is becoming ever more distressing, and the placement of these yellow lines is making it worse.	Proposed Double Yellow Lines — These were request by City clean due to obstruction of parked vehicles and refuse vehicles being unable to access properties to collect refuse.
Resident	Mile Oak Road – North Portslade	Objection	Proposed extension to Double Yellow Lines in Mile Oak Road — Objects to the proposal as it is already a complete nightmare to park. The extension of the double yellow lines would make getting to a car even more difficult and would be more dangerous than getting to a car now.	Proposed Extension to Double Yellow Lines – This was requested by Ward Councillors as they have received complaints about Mile Oak Rd at the junction of Chalky Road and how dangerous it is due to a number of vans parked directly by this junction which causes visibility issues

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Resident Mile Oak Road – North Portslade North

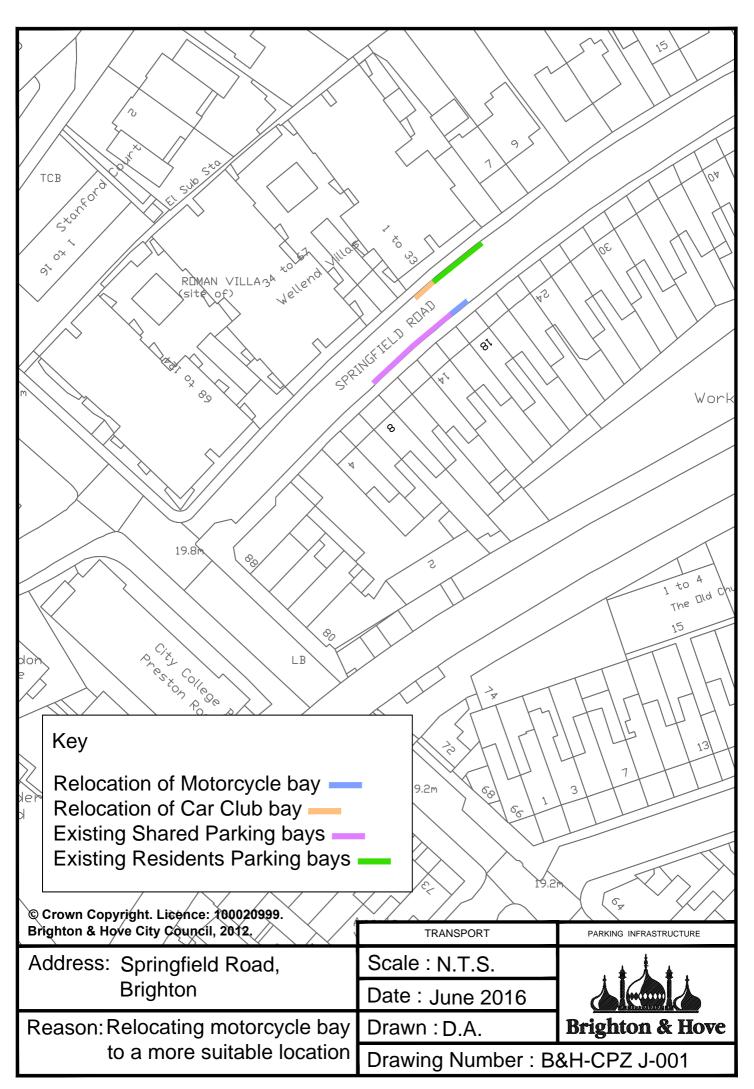
Manor Hill Traffic Regulation Order proposal

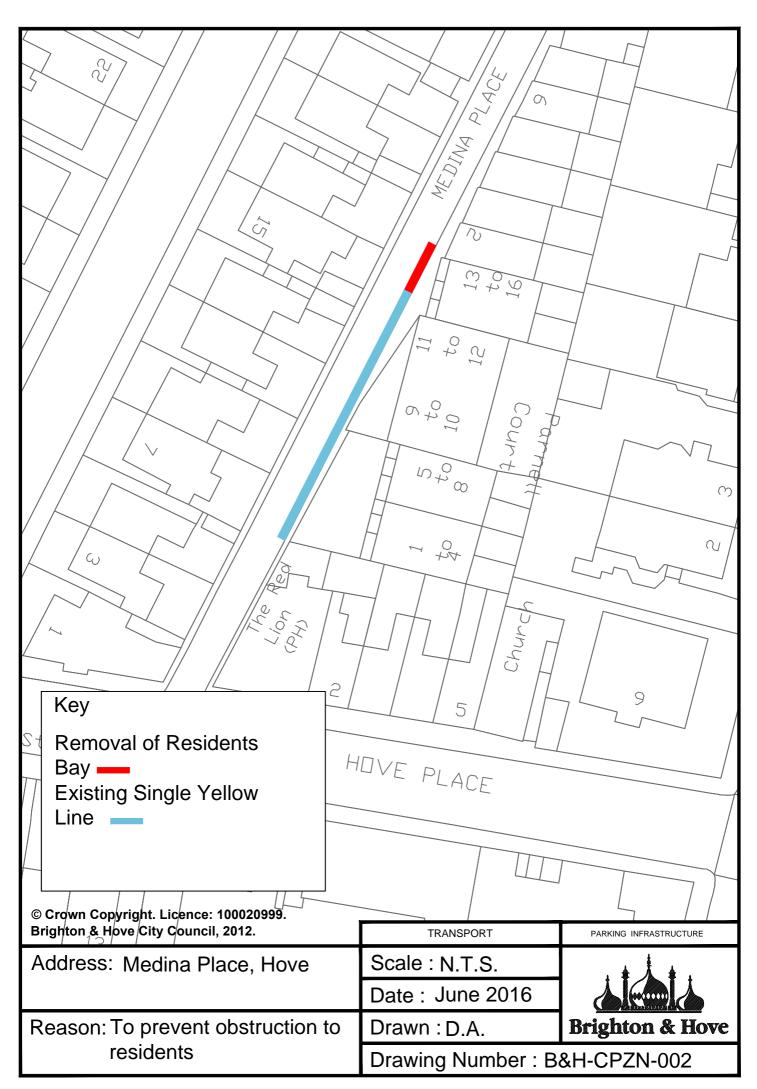
Who	Road / Ward	Object /	Contents	Comments/Recommendations
		Support		

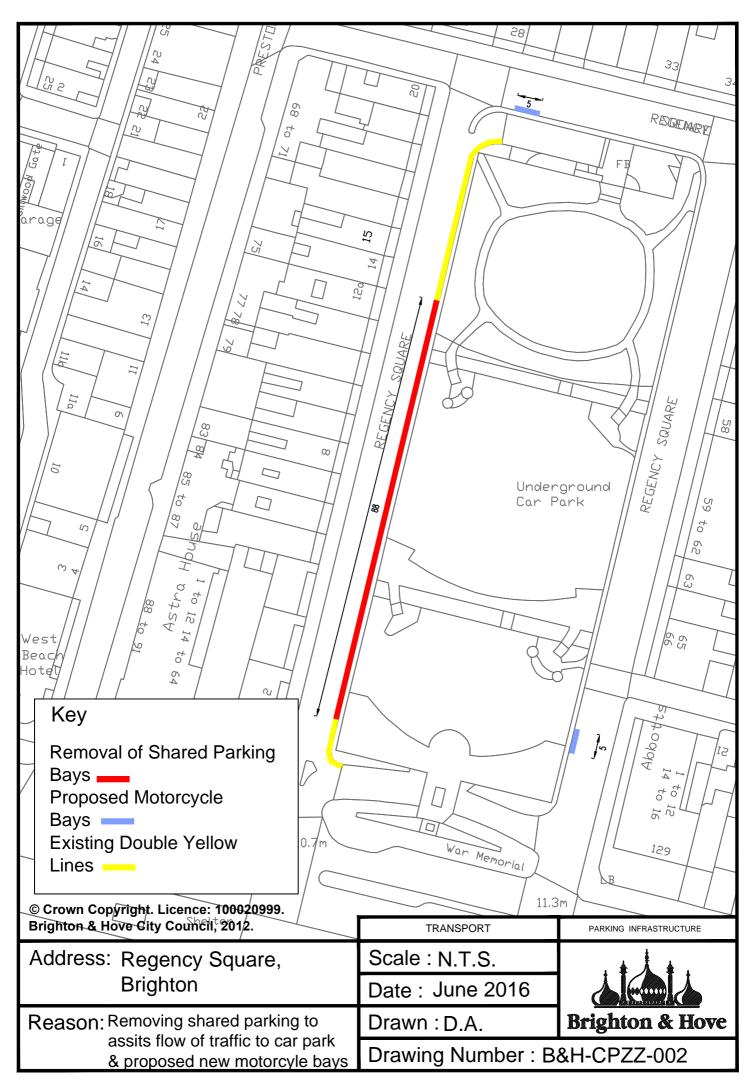
Resident	Manor Hill – East	Objection	Proposed Double Yellow Lines in Manor Road - Objects	Proposed Double Yellow Lines –
	Brighton		to this proposal as it is actually somewhat of a race	These were requested by the
			track at quiet times such as overnight. This is disruptive	Brighton & Hove Bus Company as
			enough as it is and certainly shouldn't be made easier.	Manor Hill is an important bus route
			Removing parking spots only to add artificial traffic	in the city and the inconsiderate
			calming measures, may as well just leave the parking	parking that has occurred here has
			there. It's difficult enough around here.	prevented local bus providers from
			-	being able to offer a reliable service
				on many occasions. Buses have
				become stuck for some time unable
				to squeeze between parked vehicles
				and traffic islands put in for traffic
				calming / road safety measures.
				There have been instances of two
				buses meeting each other with one
				having to be reversed out of the area.
				Ensuring the expedient movement of
				traffic on the road network is a duty
				placed upon the Authority and the
				Traffic Manager by the Traffic
				Management Act 2004 therefore
				appropriate efforts to ensure the
				movement of buses on this network
				through the placement of double
				yellow lines is a reasonable and
				necessary action.
Resident	Manor Hill – East	Objection	<u>Proposed Double Yellow Lines in Manor Road</u> – Objects	Proposed Double Yellow Lines –
	Brighton		to this proposal as clear highway will encourage drivers	As above.

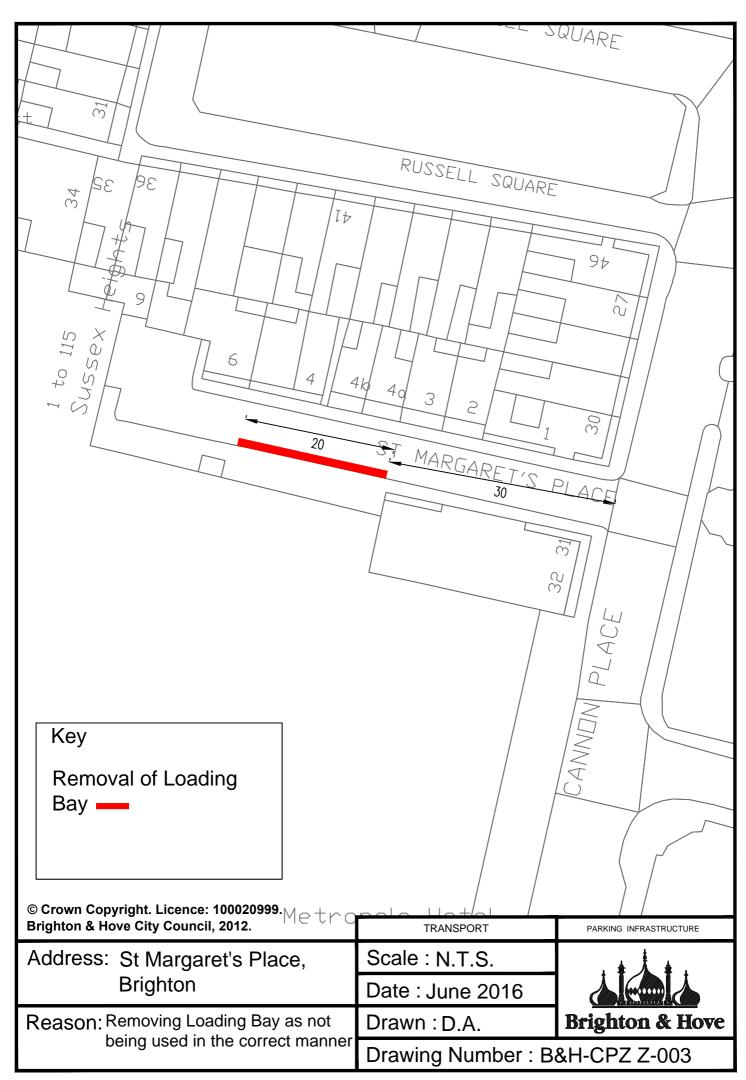
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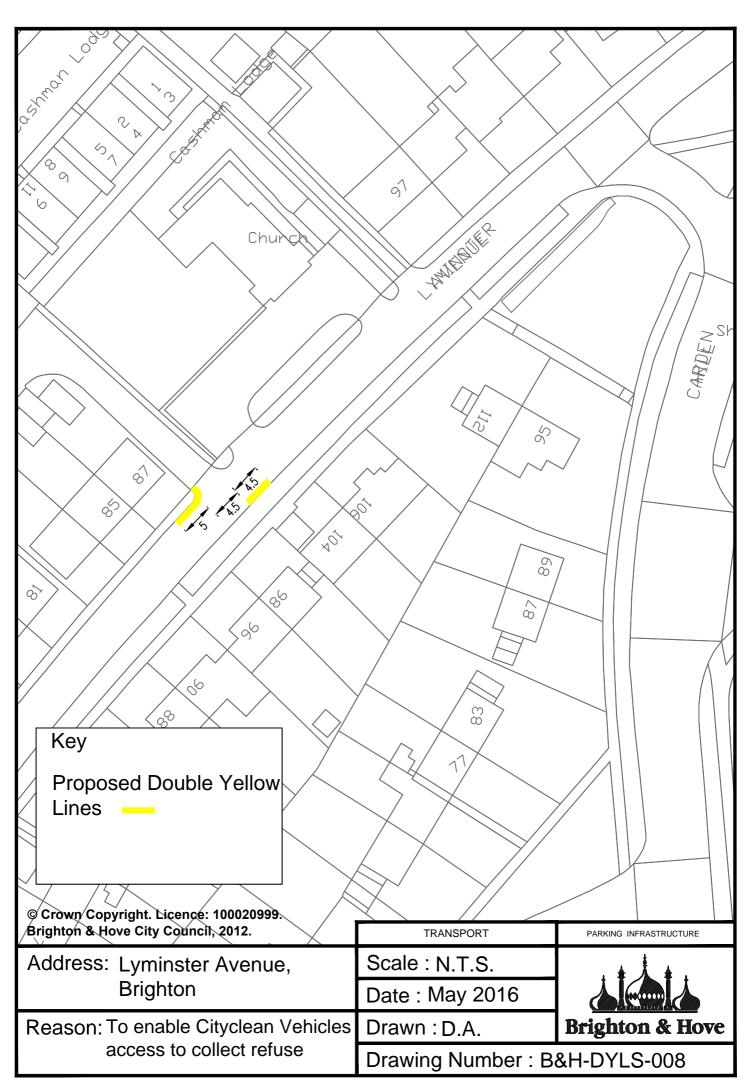
			to speed very fast up Manor Hill faster than 30 mph	
			which could result in a serious road traffic accident.	
			Cars are speeding at various times in day and at night	
			already. Speed humps should be put in Manor Hill to	
			stop speeding cars etc. The islands in middle of road	
			don't work. The single yellow line at top of Manor Hill	
			should be removed if double yellow lines are opposite	
			to allow cars to park on one side of Manor Hill.	
			Staggered parking is good and forces cars not to speed	
			approaching the residential area. People walk their	
			dogs at top of Manor Hill and hospital staff need to	
			park around here as there are limited spaces and	
			many people on cannot afford permits so need as	
			many parking spaces as possible to park in Manor Hill	
			as well as visitors & tradesman.	
Business	Manor Hill – East	Support	Proposed Double Yellow Lines in Manor Road –	
	Brighton		Supports this proposal as at present parked vehicles	
			make it extremely difficult for buses on route 21 to	
			pass along this road, causing delays to passengers both	
			in this area and in other parts of the city. Delays have	
			happened on 14 occasions this year in Manor Hill when	
			buses have been stuck for more than 20 minutes. This	
			proposal will improve bus reliability.	

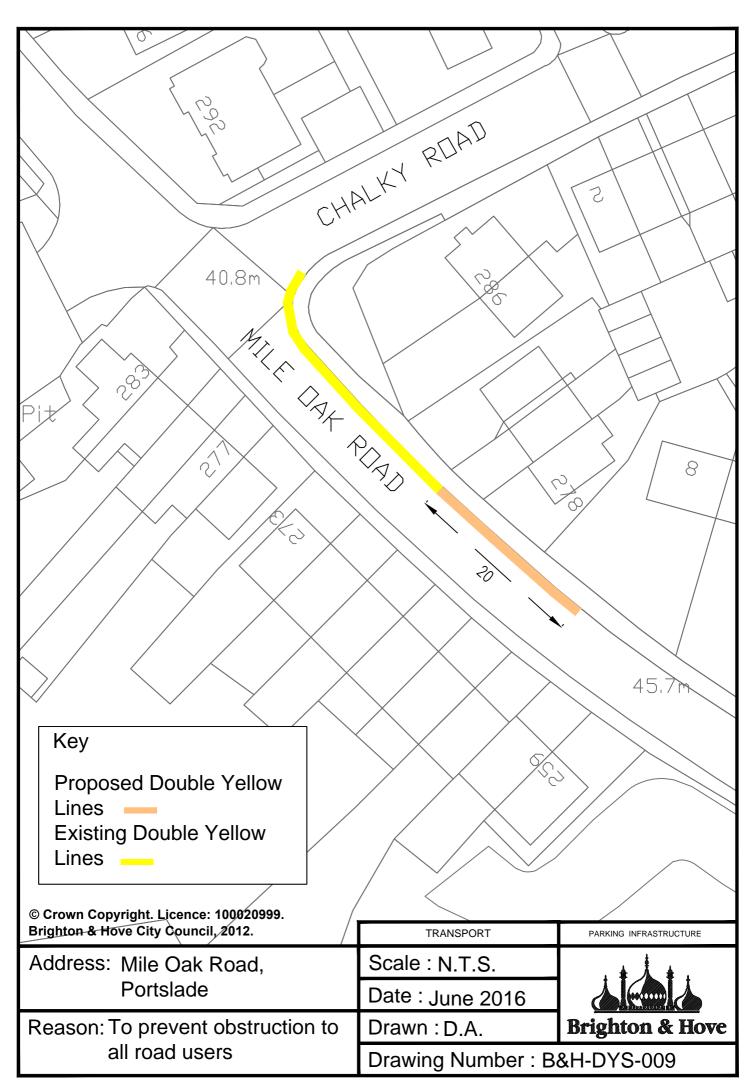


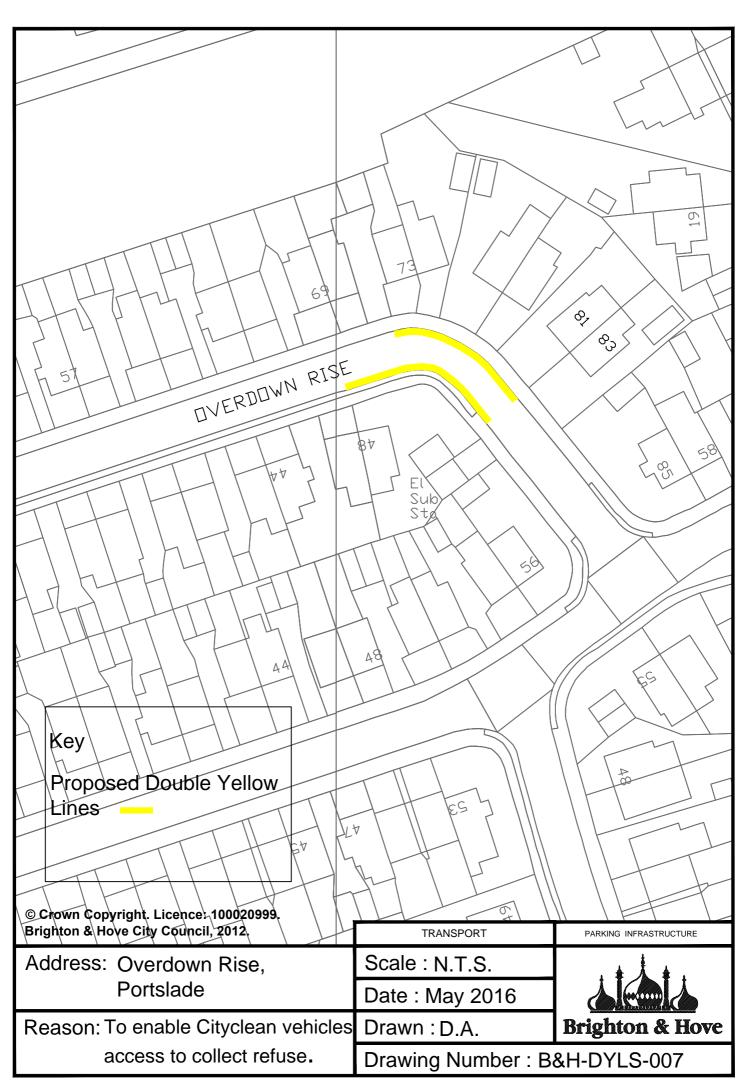


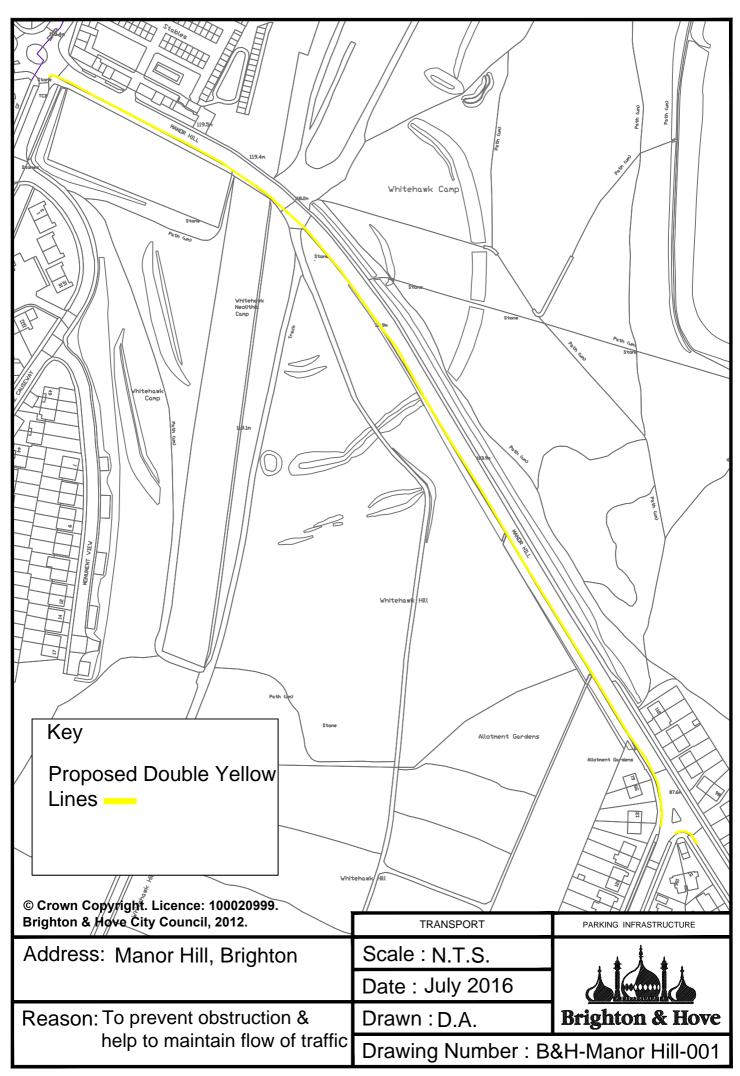












APPENDIX C - PROPOSALS PUT FORWARD

Citywide Traffic Order

Proposal	CPZ/Ward	Support	Objections
Proposed Motorcycle Bay in Hollingbury Park Avenue	Controlled Parking Zone F – Hollingdean & Stanmer	0	0
Removal of Doctors Parking Bay in Eastern Terrace	Controlled Parking Zone H – East Brighton	0	0
Removal of Double yellow lines to provide additional Shared Parking Bays in Eaton Place	Controlled Parking Zone H – East Brighton	0	0
Removal of Double Yellow lines to provide additional Permit Parking Bays in Paston Place	Controlled Parking Zone H – East Brighton	0	0
Removal of Double Yellows lines to provide additional Permit Parking Bays in Rock Street	Controlled Parking Zone H – Rottingdean Coastal	0	0
Removal of Double Yellow lines to provide additional Permit Parking Bays in Sudeley Street	Controlled Parking Zone H- East Brighton	0	0
Proposed Loading Bay in St Mark's Street	Controlled Parking Zone H – East Brighton	0	0
Removal of Double Yellow lines to provide additional Shared Parking Bays in Upper Sudeley Street	Controlled Parking Zone H – East Brighton	0	0
Relocation of Motorcycle Bay in Springfield Road	Controlled Parking Zone J – Preston Park	0	I
Extension of Shared Parking Bays in Lansdowne Place	Controlled Parking Zone M – Brunswick & Adelaide	0	0
Proposed Loading Ban in Western Road, Hove	Controlled Parking Zone M – Brunswick & Adelaide	0	0
Changing Pay & Display Parking Bays to Permit Parking Bays in Connaught Terrace	Controlled Parking Zone N – Goldsmid	0	0

Proposed Loading Ban in Goldstone Villas	Controlled Parking Zone N – Goldsmid	0	0
Removal of Permit Parking Bay in Medina Villas	Controlled Parking Zone N – Central Hove	0	2
Proposed Loading Ban in Davigdor Road	Controlled Parking Zone O – Goldsmid	0	0
Proposed extension to Double Yellow lines in Lorna Road	Controlled Parking Zone O – Goldsmid	0	0
Removal of Motorcycle Bay in Saxon Road	Controlled Parking Zone W – Wish	0	0
Changing Permit Parking Bays to Pay & Display Parking Bays in Wish Road	Controlled Parking Zone W - Wish	0	0
Proposed Loading Ban in Dyke Road, Brighton	Controlled Parking Zone Y – St Peter's & North Laine	0	0
Removal of Single Yellow lines to provide additional Shared Parking Bays in Elder Place	Controlled Parking Zone Y – St Peter's & North Laine	0	0
Removal of Shared Parking Bays in Regency Square	Controlled Parking Zone Z – Regency	0	13
Proposed Motorcycle Bays in Regency Square	Controlled Parking Zone Z – Regency	2	I
Relocation of School Keep Clears in Spring Street	Controlled Parking Zone Z - Regency	0	0
Removal of Loading Bay in St Margaret's Place	Controlled Parking Zone Z - Regency	3 & Petition of 4 Signature	2

CityClean Traffic Order

Proposal	CPZ/Ward	Support	Objections
Proposed Double yellow lines in Burstead Close, Brighton	Hollingdean & Stanmer	0	0
Proposed extension to double yellow lines in Canfield Close	Moulsecoomb & Bevendean	0	0
Proposed extension to double yellow lines in Cliff Approach	Rottingdean Coastal	0	0
Proposed double yellow lines in Hillbank Close and Wickhurst Rise	North Portslade	0	0
Proposed double yellow lines in Lyminster Avenue	Patcham	0	2
Proposed extension to double yellow lines in Manor Way	East Brighton	0	0
Proposed extension to double yellow lines in Mile Oak Road	North Portslade	0	2
Proposed double yellow lines in Overdown Rise	North Portslade	0	I
Proposed double yellow lines in Shenfield Way	Hollingdean & Stanmer	0	0

Manor Hill Traffic Order

Proposal	CPZ/Ward	Support	Objections
Proposed Double yellow lines in Manor Hill	East Brighton	I	2

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 35

Brighton & Hove City Council

Subject: Stanmer Park Traffic Regulation Order

Date of Meeting: 11th October 2016

Report of: Executive Director – Economy, Environment &

Culture

Contact Officer: lan Shurrock

Name: Paul Campbell Tel: 29-2084 29-4754

Email: ian.shurrock@brightonhove.gov.uk

paul.campbell@brighton-hove.gov.uk

Ward(s) affected: Hollingdean & Stanmer

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 Car parking in Stanmer Park is currently unenforced and features no formal car parking spaces across the site. This has led to uncontrolled parking throughout the Park which is having a negative impact upon the environment, the local bus route, and the public's perception of the space.
- 1.2 Options to control parking using signage, grass mounds and wooden bollards have been limited due to the scale of the Park and the inability to enforce car parking controls.
- 1.3 This report summaries the current parking problems in Stanmer Park, the findings of previous consultation, and recommends that consultation is undertaken on proposals to introduce charges and control parking. If members approve the consultation process, a further report would be brought to committee for consideration of the results.

2. **RECOMMENDATIONS:**

- 2.1 That the Committee notes the outcome of the past consultations.
- 2.2 That the Committee approves the proposals to control parking in Stanmer Park as set out in this report, subject to the statutory consultation process for Traffic Regulation Orders.
- 2.3 That the Committee approves the advertising of the associated Traffic Regulation Orders by Officers.

3. CONTEXT/BACKGROUND INFORMATION

- 3.1 Stanmer Park is the city's largest and most historically significant park with archaeological sites dating back 5000 years to the Bronze Age. It is listed on English Heritage's Register of Parks and Gardens of special historic interest in England as Grade II. There are 27 listed structures within the park and the southern end contains a local nature reserve and conservation area as shown in **Appendix 1**.
- 3.2 The impact of uncontrolled car parking has resulted in:
 - a) Detriment to the Conservation Area and the Park as a whole according to the Heritage Lottery Fund and Historic England.
 - b) Greater wear and tear on the parks grassed areas and roads in areas of historic importance.
 - c) Unregulated encampments of travellers and other overnight users in vehicles.
 - d) The 78 bus and emergency vehicles have been blocked and or disrupted on occasion by parked cars. This is likely to impact the user's perception of the future bus service and could affect the long term business case.
 - e) A negative impact on businesses as a result of insufficient and uncoordinated parking during busy periods.
 - f) A perception by the public that they can park anywhere in Stanmer Park.
 - g) Use of the car parks by non-park users such as students / staff from the universities and rail commuters.
- 3.3 Since July 2013, Stanmer Park has undertaken an annual visitor survey recording people's movement and behaviour patterns. Further extracts from this ongoing work can be seen in the **Community Engagement section 4.0.**
- 3.4 In 2015 the South Downs National Park Authority (SDNPA), Historic England and the HLF (Heritage Lottery Fund) grant advisor, all agreed that a car park parallel to the driveway of the estate, just south of Stanmer House, would not be supported as part of our emerging Stage 2 HLF application. This was due to the visual impact of cars to the Conservation Area, surrounding Stanmer House and its 18th century landscape setting.
- 3.5 In November 2015 a Sustainable Travel Plan was initiated to complement the master plan and to consider and encourage alternative means of transport to and through the park by public transport, cycle or on foot. An overview map is attached as **Appendix 2.**
- 3.6 In July 2016 a **Public Spaces Protection Order** was placed on Stanmer Park as well as 11 other parks in Brighton and Hove and this gives new powers to control parking on the grass in parks and other anti-social behaviours.
- 3.7 In August 2016 a parking and duration survey demonstrated the level of use during August on the weekend and weekday. The survey shows that over 40% of visitors stay for up to 1 hour and a further 20% stay for up to 2 hours. It also noted that as many as 16 vehicles were recorded staying overnight near the Home Farm complex or along the main road through the park.

Parking Proposal

- 3.8 Under the proposal, parking would be mainly directed to three car-parks: The Lower Lodges east and west and the new Patchway site in the centre of the estate. The design and detailed work for the car parks is still being progressed as part of the HLF programme including finalising the actual number of car park spaces. The capital investment to provide the infrastructure for these car parks is being sought as part of the restoration project (see 4.6).
- 3.9 The full list of proposed public car parks includes: the Lower Lodges East and West, Upper Lodges, Chalk Hill and the new Patchway site, (current Plumpton site and South Downs National Park Authority offices).
- 3.10 The following sites would no longer be available; Old Lodge Clump, Monument, Old Nissen Huts, Home Farm and Church. There is proposed for the last site some controlled/leased parking arrangements in relation to the occupation of the traditional Agricultural Buildings. Parking is not being considered along the main drive following guidance from the HLF and the SDNPA. Therefore, it is essential as part of the restoration project that car parking controls are considered. A plan showing all of the above proposed changes can be seen on Appendix 3.

Introduction of pay and display

3.11 Ring fenced car parking charges have successfully been used at Preston Park introduced in 2012 and East Brighton Park introduced in 2014. Introducing car park charges reflect the need for the council in the HLF bid to develop sustainable income streams for the Park. Proposals for car parking charges (on which consultation would take place) have been set out below in Table 1.

Table 1

	1 hr	2 hr	4hr	8am – 8pm
Upper Lodges	£1.00	£1.50	£2.50	£5.00
Chalk Hill	£1.00	£1.50	£2.50	£5.00
Lower Lodges	£1.00	£1.50	£2.50	£5.00
Patchway*	£1.50	£2.50	£3.50	£6.50

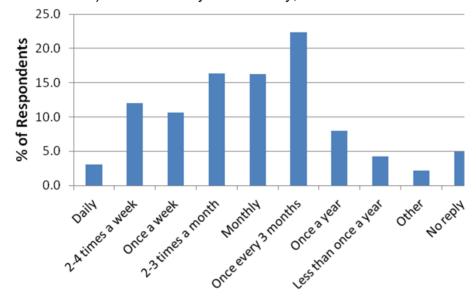
^{*}The higher cost of parking in the Patchway is proposed to discourage vehicles driving through the centre of the park.

- 3.12 The charges would be expected to cover the full cost of maintaining the scheme and provide a revenue surplus to invest in the Park. The fines typically pay for enforcement and administration of the car parking controls. A combination of pay through machines (coin and card) and pay by phone would be installed. Charges are typically reviewed annually by the council.
- 3.13 The proposal is for car parks to be charged from 8am to 8pm and no overnight parking would be allowed. Enforcement would be undertaken to ensure the

- charges are implemented. Also, enforcement would be undertaken with regard to overnight parking and parking outside of the designated car parking areas.
- 3.14 **Annual Season Tickets:** This would be available to everybody including residents outside of the city. A resident on-street parking permit is proposed to cost £130 per year. Students in the neighbouring University of Sussex pay £198 per year to park on campus. An annual season ticket at Stanmer Park has been priced at £75 per year plus a £15 administration fee: the total is therefore £90, (less than 25p per day). In comparison it would cost residents a minimum of £365 each year if they paid the minimum £1 per hour visit charge.
- 3.15 **Disabled badge holders:** Would be able to park in any of the parking bays for free. In addition 16 dedicated bays have been identified. Please see **Appendix 3.**
- 3.16 **Residents parking:** The intention is for residents parking to be contained to private areas, using gates and or signs where appropriate to restrict public access. This is subject to further discussion with the Stanmer Residents Working Group and other stakeholders.
- 3.17 **Plumpton College parking:** People working or studying in the park will be encouraged to travel by sustainable means, but it is acknowledged that approximately 30 leased spaces will be required by the college and located in the Patchway area.
- 3.18 **Community parking:** Small business and voluntary organisations working, in the park will be encouraged to travel by sustainable means. However, there have been private bays identified within the park for such use as shown in pink on **Appendix 3**.
- 3.19 **Commercial businesses** would arrange car parking by a lease agreement if they required spaces to be reserved for their staff, students or customers.
- 3.20 **Overflow parking:** The overflow car park on the Patchway would be open for use all year-round. Overflow parking in front of the Lower Lodges on the grass is already utilised but requires stewarding to manage.
- 3.21 The **Church car park** will be restricted for events and other business activities in relation to the occupation of the Traditional Agricultural Buildings.
- 3.22 **Loading and unloading** bays will be located near the related business but operational hours will be controlled to minimise the impact on the general operation of the Park.

4. COMMUNITY ENGAGEMENT & CONSULTATION

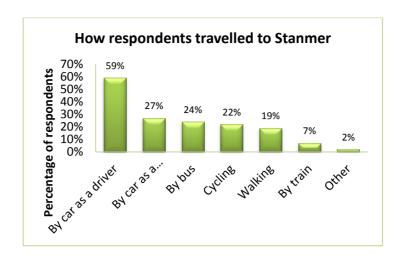
4.1 A visitor consultation in July/August 2013 attracted 1504 valid questionnaires. 54% of respondents visited Stanmer between 2-3 times a month, to once every three months). 3% said they visited daily, as seen below:



4.2 81% visited for between one hour and half a day, 44% visited between 1-2 hours and less than 3% visited for under an hour, as seen below.



4.3 88% of visitor drove or were driven to the park, (but note that they may also use other means of transport to reach the park at other times) as seen below.



4.4 The 2014 consultation identifies that 71% of the respondents thought that we should improve parking management/security at the Lower Lodges, see below.

	Number	%
Agree	813	71.6
No Opinion	203	17.9
Disagree	119	10.5
Total	1135	100

- 4.5 The council has successfully approved and implemented two car parking Traffic Regulation Orders in East Brighton Park in 2014 and Preston Park in 2012.
- 4.6 In 2014 Brighton & Hove City Council ("the Council") made a bid to the Heritage Lottery Fund to revitalise Stanmer Park and its heritage. After being awarded £291,000 to complete a Stage 2 application, the bid has been submitted. The response from the HLF on the application for the £3.8m award will be made by January 2017. This application will require us to improve accessibility for all users and provide car parking for the anticipated 250,000 new annual visitors predicted by 2029; an increase to the current estimated 500,000 visitors.
- 4.7 Consultation to research the use and needs of Stanmer Park visitors and stakeholders has been carried out over the period June 2013 to August 2016.
- 4.8 The following information was extracted from the Stanmer Estate Restoration Project Report July/August 2013. In total 1504 valid questionnaire responses were completed. 834 (55%) were paper copy questionnaires and 670 (45%) were on-line responses.
- 4.9 Respondents were asked specifically about their views on parking arrangements.

Table 2

Comments regarding parking arrangements	Number (Respondents may
	make more than one comment)
Parking is provided in wrong places	73
Not enough disabled bays	78

Current parking blocks access for others	112	
Current parking spoils look and feel of landscape	143	
Parking is also required in other places	153	
Not enough parking for cars	343	
Car parks surfacing and bays need improvements	404	
Total	1,304	
Happy with parking arrangements	463	
Unhappy with parking arrangements	841	

4.10 The following was extracted from the August 2016 consultation report. A total of 1178 responses were received, 500 (42.4%) were face to face interviews, 572 (48.6%) online responses, 106 (9%) from paper copy questionnaires. Those relating to parking proposals are summarised in Table 3:

Table 3

Question: The masterplan	Agree	Disagree	No	Total
should			Opinion	
Improve parking management	71.6%	10.5% (119)	17.9%	100%
and site security at Lower Lodges	(813)		(203)	(1135)
(entrance)				
Restore the parkland to its 18 th	64.0%	22.8% (258)	13.2%	100%
Century landscape remove	(724)		(150)	(1132)
bollards and grass banks along				
the road				

6. CONCLUSION

6.1 Consultation on a Traffic Regulation Order would enable consideration of proposals for car park charging and controls to be given due consideration in a future report. The proposals are fundamental to the restoration proposals for the Park.

7. FINANCIAL & OTHER IMPLICATIONS:

- 7.1 If the HLF Second Round application is successful then the cost to implement, manage and maintain this proposal will be met from the £5.8m budget for the scheme including the cost of installing pay through parking machines . An additional amount of funding is also required to undertake the TRO signage and surveys estimated at around £2,500 which has been identified within the park projects team budget.
- 7.2 The revenue returns from the car parking tariffs will be ring-fenced toward the Cityparks revenue budget. This income will be used to support the ongoing enforcement and management of the parking in Stanmer Park plus any revenue surplus will be used to support the development of the park. The operational running costs will include approximately 40% toward staffing costs, 50% ongoing maintenance and 10% for supplies and services.

7.3 The proposed parking charges as set out in Table 1 above are in line with other similar sites within the city area but with a higher premium for the Patchway site to discourage vehicles driving through the centre of the park.

Finance Officer Consulted: Rob Allen Date: 09/09/16

Legal Implications:

- 7.4 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the 1984 Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. As far as is practicable, the Council should also have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles and securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 7.5 Under sections 32 and 35 of the 1984 Act, there is power to provide off-street parking places and regulate their use for the purpose of relieving or preventing congestion.
- 7.6 Under section 45 of the 1984 Act, the Council has wide powers to designate pay parking places on highways for vehicles or classes of vehicles. It includes power to authorise parking by permit. Under subsection (3), in determining what parking places are to be designated under this section the Council must consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include the need for maintaining the free movement of traffic; the need for maintaining reasonable access to premises; and the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.
- 7.7 Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. Regulations and guidance confirm that in respect of off-street parking places, the term "income and expenditure as enforcement authorities" includes that related to the issue of PCNs. It does not, for example, include pay and display or permit/season ticket income or the direct expenditure relating to collecting that income.
- 7.8 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer

decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

7.9 Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted: Stephanie Stammers Date: 12/09/2016

Equalities Implications:

7.9.1 The improved surfacing of car parks and allocation of spaces should be an accessibility enhancement for all visitors. Blue badge holders will not be charge to use the park and will have 16 dedicated bays spread across the site.

Consultation has been undertaken with Possibilities People (formerly the Federation for Independent Living).

Sustainability Implications:

7.11 The car parking charges will assist in encouraging more sustainable transport journeys to and from the park. The scheme will have 50 new bicycle stands. A cycle hire shop is proposed as part of the restoration project and would be a location for the city's cycle hire scheme which will run along the Lewes Road.

SUPPORTING DOCUMENTATION

Appendices:

- Stanmer Park map of conservation areas and listed buildings
- 2. Overview map of sustainable transport plan
- 3. Car parking changes as submitted to HLF

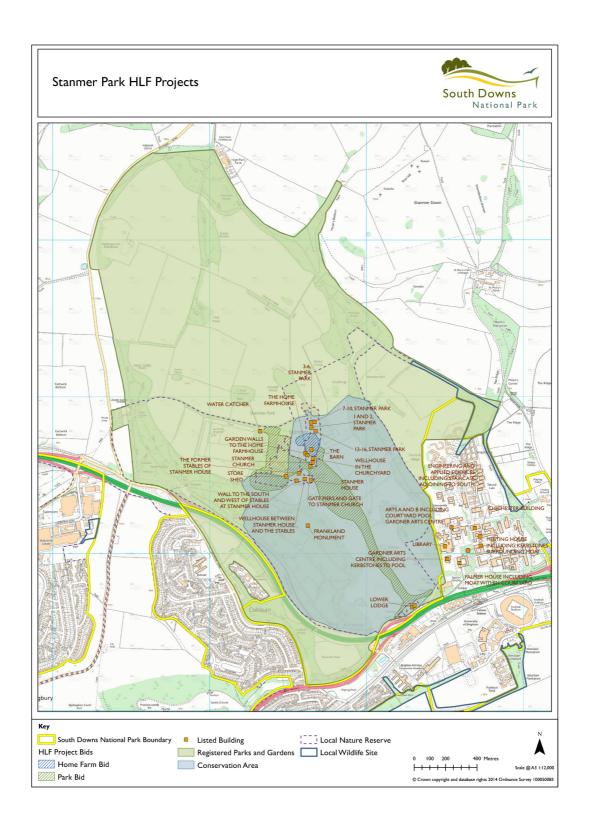
Documents in Members' Rooms

1. None

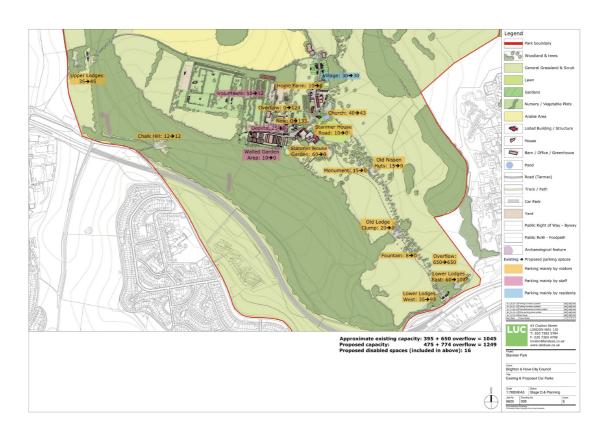
Background Documents

- 1. Policy & Resources Committee report and decision papers Feb 2016 (P1 only)
- 2. Policy & Resources Committee report and decision papers July 2014
- 3. Environment, Transport & Sustainability Committee report January 2014

- 4. Environment, Transport & Sustainability Committee report June 2016
- 5. Policy & Resources Committee report July 2016







ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 36

Brighton & Hove City Council

Subject: Wheeled bin recycling

Date of Meeting: 11 October

Report of: Executive Director for Economy, Environment &

Culture

Contact Officer: Name: Tracy Phipps Tel: 29-4724

Email: tracy.phipps@brighton-hove.gov.uk

Ward(s) affected: All

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The results of the wheeled bin trial evidence over the trial period indicate an increase in recycling of 4% and a reduction in residual waste of 3.18%. The full breakdown of waste data is shown at Appendix 2. Moving from a black box to wheeled bin collections will help improve missed recycling collection performance levels, which will again encourage more people to recycle.
- 1.2 The enclosed survey shows that 95.4% of residents find it easier to recycle with a wheeled bin and 45.72% recycle more than they did previously using black boxes. The data shows that the implementation of wheeled bins across the city to an estimated 60,000 properties will increase recycling rates upwards of 3%.
- 1.3 Currently residents who have access to a kerbside recycling collection service are provided with black boxes to contain and store their recycling. The opening of the council's materials recycling facility and the recent replacement of recycling collection vehicles means that kerbside recycling can now be collected using wheelie bins. Only glass needs to be collected separately.
- 1.4 Wheelie bins offer a number of advantages over black boxes. They are easier to use for residents, reduce manual handling and their roll-out is expected to improve the efficiency of the collection service.
- 1.5 This report seeks approval in principle to expand the trial area of 4000 wheelie bins for recycling to all households across the city where there is room to store a wheelie bin. This would be subject to audit and a full financial business case submitted to Policy, Resources & Growth Committee on 8 December 2016 and is estimated at a further 60,000 properties.

2. **RECOMMENDATIONS:**

2.1 That the Environment, Transport & Sustainability Committee notes the update on the wheeled bin recycling trial and recommends to Policy, Resources & Growth Committee that it approves the introduction of wheeled bin recycling in principle

subject to detailed financial implications of the scheme being presented for consideration at the Policy, Resources & Growth meeting on 8 December 2016

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Kerbside recycling is collected using plastic boxes with 50 litre capacity. Collections using boxes were introduced before the materials recovery facility (MRF) was constructed at Hollingdean and the main materials (paper, card, cans, plastic bottles & glass) had to be sorted into compartments on the collection vehicle. Residents were asked to keep these materials separate, either by having a box for each material or by compartmentalising material within their boxes. This was the only way high quality recycling could be collected in the absence of sorting infrastructure.
- 3.2 The MRF opened in 2007 which enabled paper, card, cans and plastic bottles to be comingled and sorted at the facility. This made the service easier to use for residents and it made collections more efficient eliminating the need to sort materials at the collection point. Glass has been kept separate as broken glass can have a detrimental impact on the value and ability to recycle paper in particular. Shards of glass also have a detrimental impact on the wear and tear of the sorting equipment in the MRF.
- 3.3 Kerbside box sort collections required compartmentalised vehicles. The disadvantage of these vehicles was that if one compartment was full, the crew had to return to tip the materials and the overall capacity of the vehicles was limited. The old vehicles have now come to the end of their life and most have been replaced with 'twin pack' vehicles. The new vehicles look like normal refuse trucks, but have two compartments, one larger compartment for mixed paper, cans, card and plastic bottles which is tipped in the MRF and a smaller compartment for glass which is tipped separately. These new vehicles have standard bin lifting equipment, so currently crews empty recycling boxes in to wheelie bins, which are then emptied in to the vehicles.
- 3.4 This report recommends potentially issuing residents with wheelie bins for comingled recycling (paper, card, cans and plastic bottles) while retaining a box for glass. Wheelie bins are expected to realise a number of advantages for residents including:
 - Issuing wheelie bins will result in the requirement to handle fewer containers
 - Wheelie bins will generally provide residents with more capacity to store recycling. A 240litre bin (which is proposed standard issue, and is larger than the 140litre standard issue wheelie bin for refuse collection) will have a similar capacity to five boxes.
 - Wheelie bins are easier to handle compared to boxes which need to be lifted
 - Wheelie bins will keep paper and cardboard dry. Saturated paper and cardboard can generally not be recycled and therefore adds to the residual waste stream, thereby lowering recycling rates and increasing residual waste levels.

- Wheelie bins are more robust and will require less frequent replacement.
 They are also less susceptible to being blown away or used for other purposes, thereby reducing replacement costs.
- In windy weather recycling does get blown out of recycling boxes increasing litter. This would be eliminated with the use of wheelie bins.
- 3.5 The Wheelie bin trial approved at Environment, Transport & Sustainability Committee on 7 July 2015 commenced in November 2015. The Waste Data enclosed at Appendix 2 in the period:

November-October 2014-15 compared with November-May 2015-16 shows:

- An increase of an average of 4% to the recycling rate
- A reduction of 3.18% in the amount of refuse collected
- An increase in recycling weight of 12.76%

April-March 2014-15 compared to same period in 2015-2016 shows:

- An increase of an average of 8.10% of the amount of recycling collected
- A reduction of 5.58% in the amount of refuse collected
- 3.6 The procurement of the wheelie bins will ensure that the Council is obtaining best value for money. This will be achieved by evaluating options based on a combination of price and quality. The quality of the bin will be based on such criteria as its ease of use and durability. It is envisaged that a national framework will be used in order to procure the wheelie bins, thereby reducing the length of the procurement process.
- 3.7 Due to the high value of the contract, an OJEU-compliant process will be undertaken that adheres to all UK procurement regulations and the Council's contract standing orders.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 Collections could carry on as they are using black boxes for all materials, however this could mean that recycling rates remain static. Wheelie bins are expected to realise benefits as outlined above which is why the recommendation is to implement wheelie bin recycling throughout the city

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 As part of the recycling trial a full survey was conducted with all 3948 participants in the trial.
- 5.2 Collection crews and officers working in the trial area have fed back that residents prefer recycling using wheeled bins rather than recycling boxes.

Wheelie Bin Survey

In September 2016 a survey was sent out to 3948 households.

1542 responses were received to the consultation, giving a response rate of 39.05%.

- 95.4% of respondents find the new service easier to use
- 45.72% of respondents recycle more with the new service.
- 96.89% of respondents prefer the new recycling wheeled bins.

Comments received from the survey:

Q2a. – Do you find it easier to recycle with a wheelie bin than you did a black box?

Q2b. - If yes, why?:

1399 households commented on why they prefer a wheelie bin for recycling

The top comments for this question were:

- Easier to move
- More room
- Much more convenient
- Lids don't blow away
- Cleaner/tidier appearance

Some example comments include:

- Simpler system and don't have to carry boxes to kerbside
- Previously I was managing three or four boxes
- Easier to use and encourages to recycle more
- More convenient, cleaner, hygienic.
- The bins hold more than the black boxes so no need for extra bags to be put out for recycling. Much easier to wheel out a bin than to carry black boxes, especially for older people
- There is more capacity and the bin has a lid which makes it cleaner. I use my old black box for glass and put mixed recycling in the wheelie bin. I recycle more because despite having 4 black bins (used one for glass) I find the wheelie bin holds more and I don't have to worry about it blowing away. I can also recycle flattened large boxes more easily and they don't get wet from the rain.
- More secure, so no chance of recycling falling out and getting blown away, plenty
 of space, so don't run out of room for recycling.
- Only 1 trip up & down the driveway. Easier to wheel the bin than carry dirty or wet bulky boxes. Easier for my bad back!
- I am 85 years old, so it's much easier to pull a bin than lift a heavy box
- Much more space, stops it from blowing away or getting wet.

Q2b - If no, please give further detail?

55 households commented on why they prefer recycling boxes to a wheelie bin

The top comments for this question were:

- The bin is too large
- Too heavy to move
- Not enough room to store bin

Q3. – Since the introduction of the wheelie bins, do you recycle more or less than before?

705 households responded to this question:

•	More	705	45.72%
•	Less	12	0.78%
•	The Same	802	52.01%
•	No Response	23	1.49%

Q4a - Are there any issues with using your wheelie bin to recycle?

The top comments for this question were

- The bin is too large
- Would like to use bin for glass also

Q5a – Would you like the wheelie bin recycling service to continue in your area?

1276 households commented on why they would like to see the service continue.

The top comments were in majority the same as for Q2b.

Some example comments include:

- As a senior citizen with physical disability it is easier to use.
- As answered above, I only have to go searching for one bin rather than bins & lids & nets up and down the road.
- Much easier and cleaner, I would hate to retun to the old system
- Helps the environment
- It is so much better as there is more room for recycling and also it doesn't look as bad as the black containers and the stuff doesn't blow around the place

Q6. – Please provide any additional comments or suggestions that you may have.

741 households commented

The top comments were:

- The bin is too large
- Would like glass to be included for collection from the bin
- Would like to see increased plastic recycling facilities

Some example comments included:

- No seagulls attacking black bags for food etc.
- Recycle more items. tetrapacs etc. Look at Adur D.C.
- Very happy with the new system.
- Sometimes it is difficult to know if you can put certain things in the recycling. I love having my wheelie bin it is very convenient.
- Should be used across the town. By far easier for older people. Perhaps offer large recycling container with flip lid for people who recycle a lot of glass.
- The bins keep the rubbish intact with the lid closed as opposed to black box lids blowing off and paper and contents being strewn over roads and gardens and looking a mess!
- Other local authorities are able to deal with a much wider range of plastics. We would like to be able to recycle as much as possible.

The full survey results are shown as Appendix 1.

6. CONCLUSION

6.1 This report updates members on the results of the wheeled bin trial and seeks approval to recommend to Policy, Resources & Growth Committee that it approves wheeled bin recycling in principle subject to the submission of further detailed financial information.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The introduction of wheeled bin recycling is subject to capital funding being approved and appraisal of the scheme financial implications to be reported to Policy, Resources & Growth Committee on 8th December 2016. The proposed report to Policy, Resources & Growth Committee will include options for capital funding and details of the anticipated recurring impact on revenue budgets. It is estimated that the capital funding requirement is £1.172m, which if agreed will require Policy, Resources & Growth Committee approval to be added to the capital programme.

Finance Officer Consulted: Steven Bedford Date: 30/09/16

Legal Implications:

7.2 There are no legal implications arising from this report. The Council has powers under the Environmental Protection Act 1990 to specify and to provide the types of receptacles to be used for depositing waste for collection and may also require particular locations to be used.

Lawyer Consulted: Hilary Woodward Date: 29/9/16

Equalities Implications:

7.3 The service will continue to offer Assisted Collections for residents who are unable to access the service, i.e. where a resident is not able to place the bin at the kerbside, operatives will collect recycling from the property at a previously agreed collection point.

SUPPORTING DOCUMENTATION

Appendices:

- 1. Survey Results September 2016
- 2. Waste Data
- 3. Financial Implications

Report Settings Summary

Event	Wheeled Bin Recycling Trial
Total Responses	1,542
Total Respondents	1
Questions	All
Filter	(none)
Pivot	(none)
Document Name	Wheeled bin trial
Created on	2016-09-26 08:31:01
Created by	Tracy Phipps

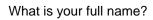
Q1a	1
Q1b	2
Q2a	3
Q2b	4
Q2b	5
Q3	6
Q4a	7
Q4b	8
Q5a	9
Q5b	10
Q6	11
age	12
age prefer not to say	13
gender	14
gender other	15
gender identification	16

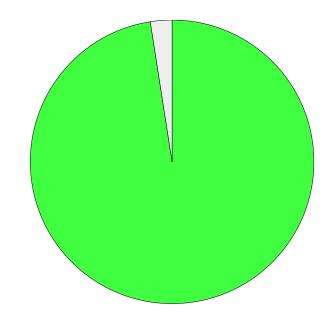
Ethnic Origin	17
Other - please state	19
sexual orientation	20
sexual orientation - other	21
religion / belief	22
religion other	24
day2day limit	25
impairment	26
Impairment - other	27
carer	28
carer for whom	29
care for other	30
armed forces	31
footer	34

Q1a

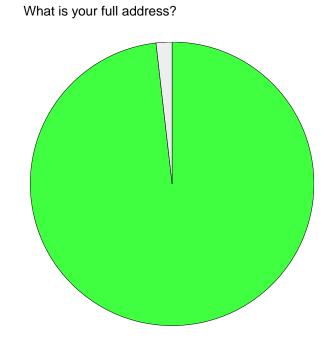
191

Question responses: 1504 (97.54%)



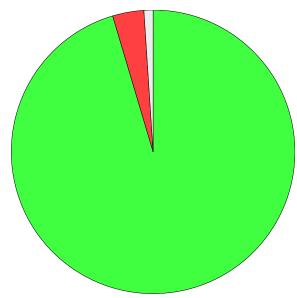


	% Total	% Answer	Count
[Responses]	97.54%	100.00%	1,504
No Response]	2.46%		38
Total	100.00%	100.00%	1,542

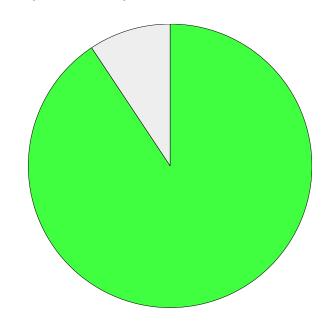


	% Total	% Answer	Count
[Responses]	98.18%	100.00%	1,514
[No Response]	1.82%		28
Total	100.00%	100.00%	1,542

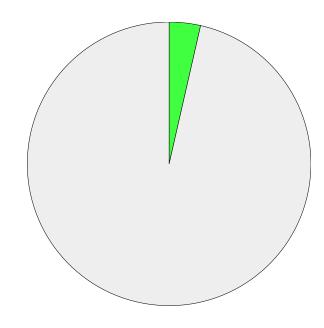
Do you find it easier to recycle with a wheelie bin than you did with a black box?



	% Total	% Answer	Count
Yes	95.40%	96.40%	1,471
No	3.57%	3.60%	55
[No Response]	1.04%		16
Total	100 00%	100.00%	1 542

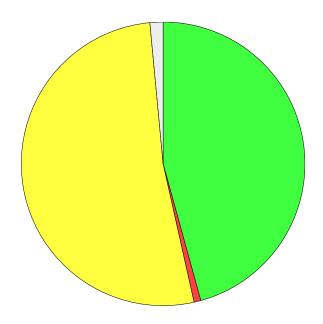


	% Total	% Answer	Count
[Responses]	90.66%	100.00%	1,398
No Response]	9.34%		144
Total	100.00%	100.00%	1,542

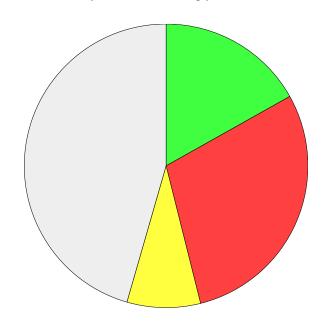


	% Total	% Answer	Count
[Responses]	3.57%	100.00%	55
No Response]	96.43%		1,487
Total	100.00%	100.00%	1.542

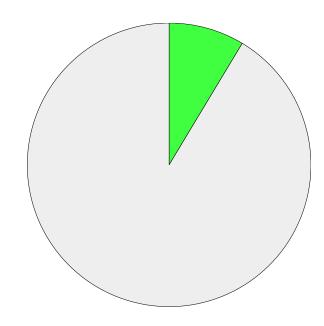
Since the introduction of the wheelie bins, do you recycle more or less than before?



	% Total	% Answer	Count
More	45.72%	46.41%	705
Less	0.78%	0.79%	12
The Same	52.01%	52.80%	802
No Response]	1.49%		23
Total	100.00%	100.00%	1.542

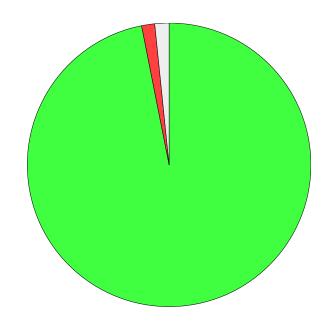


	% Total	% Answer	Frequency	Count
Container Size	16.86%	30.96%	18.03%	278
Separate Glass Containment	29.23%	53.67%	31.26%	482
Other (please specify)	8.37%	15.37%	8.95%	138
[No Response]	45.54%		48.70%	751
Total	100.00%	100.00%	0%	1.649



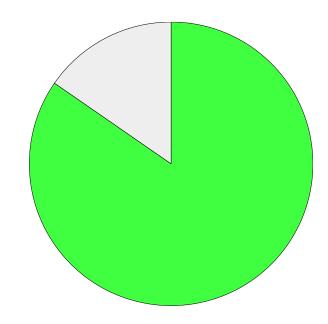
	% Total	% Answer	Count
[Responses]	8.63%	100.00%	133
No Response]	91.37%		1,409
Total	100 00%	100 00%	1 542

Would you like the wheelie bin recycling service to continue in your area?



	% Total	% Answer	Count
Yes	96.89%	98.48%	1,494
No	1.49%	1.52%	23
No Response]	1.62%		25
Total	100.00%	100.00%	1,542

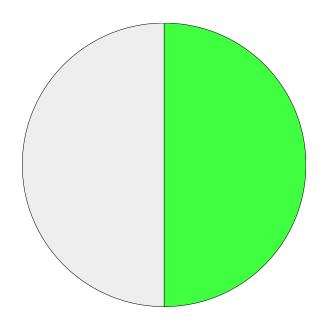
Please tell us why?



	% Total	% Answer	Count
[Responses]	84.63%	100.00%	1,305
[No Response]	15.37%		237
Total	100.00%	100.00%	1.542

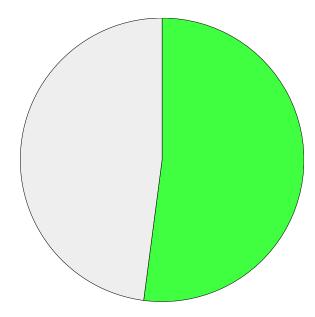
Question responses: 771 (50.00%)

Please provide any additional comments or suggestions that you may have below.

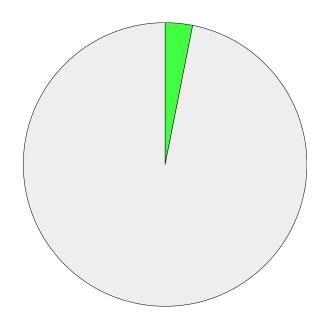


	% Total	% Answer	Count
[Responses]	50.00%	100.00%	771
[No Response]	50.00%		771
Total	100 00%	100.00%	1 542

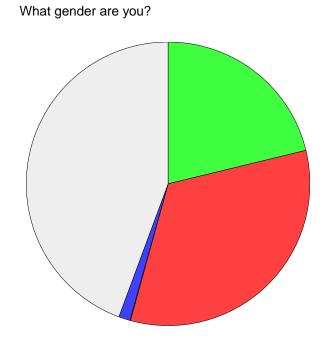
What age are you in years?



	% Total	% Answer	Count
[Responses]	52.08%	100.00%	803
No Response]	47.92%		739
Total	100.00%	100.00%	1,542



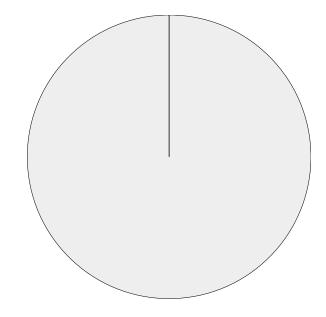
	% Total	% Answer	Count
Prefer not to say	3.11%	100.00%	48
[No Response]	96.89%		1,494
Total	100.00%	100.00%	1,542



	% Total	% Answer	Count
Male	21.21%	38.11%	327
Female	33.07%	59.44%	510
Other	0.06%	0.12%	1
Prefer not to say	1.30%	2.33%	20
[No Response]	44.36%		684
Total	100.00%	100.00%	1.542

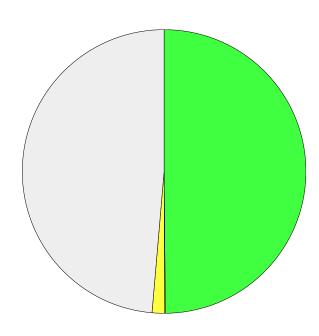
gender other

Other, please state:

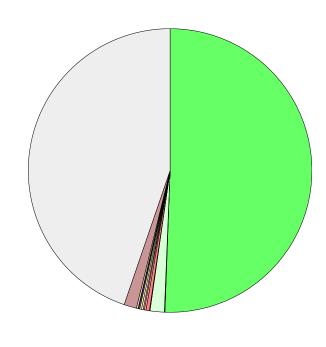


Question responses: 0 (0.00%)

	% Total	% Answer	Count
[Responses]	0.00%	0%	0
[No Response]	100.00%		1,542
Total	100.00%	0%	1.542



	% Total	% Answer	Count
Yes	49.87%	97.10%	769
No	0.06%	0.13%	1
Prefer not to say	1.43%	2.78%	22
[No Response]	48.64%		750
Total	100.00%	100.00%	1,542

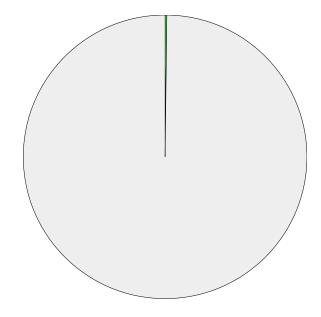


	% Total	% Answer	Count
White			
English / Welsh / Scottish / Northern Irish / British	50.58%	91.55%	780
Irish	0.06%	0.12%	1
Gypsy or Irish Traveller	0.00%	0.00%	0
Any other White background	1.62%	2.93%	25
Asian or Asian British			
Bangladeshi	0.06%	0.12%	1
Indian	0.39%	0.70%	6
Pakistani	0.19%	0.35%	3
Chinese	0.13%	0.23%	2
Any other Asian Background	0.19%	0.35%	3
Black or Black British			
African	0.19%	0.35%	3
Caribbean	0.00%	0.00%	0

	% Total	% Answer	Count
Any other Black background	0.00%	0.00%	0
Mixed			
Asian & White	0.13%	0.23%	2
Black African & White	0.00%	0.00%	0
Black Caribbean & White	0.00%	0.00%	0
Any other mixed background	0.06%	0.12%	1
Other Ethnic Group			
Arab	0.00%	0.00%	0
Any other ethnic group	0.19%	0.35%	3
Prefer not to say			
Prefer not to say	1.43%	2.58%	22
[No Response]	44.75%		690
Total	100.00%	100.00%	1,542

Other - please state

Other background (please give details)

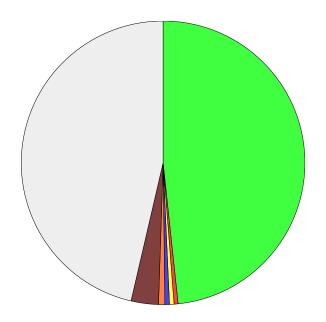


Question responses: 3 (0.19%)

	% Total	% Answer	Count
[Responses]	0.19%	100.00%	3
[No Response]	99.81%		1,539
Total	100.00%	100.00%	1,542

sexual orientation

Which of the following best describes your sexual orientation?

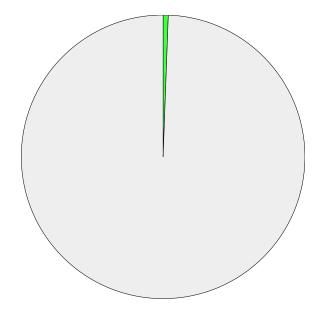


Question responses: **827 (53.63%)**

	% Total	% Answer	Count
Heterosexual / Straight	48.31%	90.08%	745
Lesbian / Gay woman	0.45%	0.85%	7
Gay man	0.52%	0.97%	8
Bisexual	0.52%	0.97%	8
Other	0.71%	1.33%	11
Prefer not to say	3.11%	5.80%	48
[No Response]	46.37%		715
Total	100.00%	100.00%	1,542

sexual orientation - other

Other - please state:

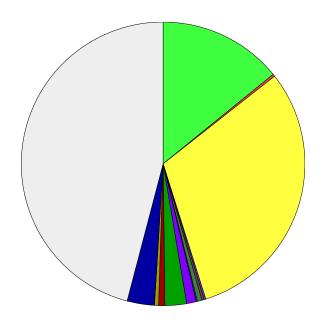


Question responses: 9 (0.58%)

	% Total	% Answer	Count
[Responses]	0.58%	100.00%	9
[No Response]	99.42%		1,533
Total	100.00%	100.00%	1,542

religion / belief

What is your religion or belief?



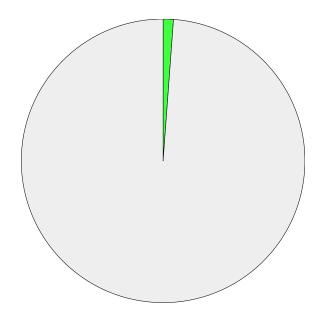
Question responses: 834 (54.09%)

	% Total	% Answer	Count
I have no particular religion	14.14%	26.14%	218
Buddhist	0.26%	0.48%	4
Christian	30.74%	56.83%	474
Hindu	0.19%	0.36%	3
Jain	0.00%	0.00%	0
Jewish	0.26%	0.48%	4
Muslim	0.52%	0.96%	8
Pagan	0.13%	0.24%	2
Sikh	0.00%	0.00%	0
Agnostic	1.10%	2.04%	17
Atheist	2.46%	4.56%	38
Other	0.71%	1.32%	11
Other philosophical belief	0.45%	0.84%	7

	% Total	% Answer	Count
Prefer not to say	3.11%	5.76%	48
[No Response]	45.91%		708
Total	100.00%	100.00%	1.542

religion other

Other - please state:



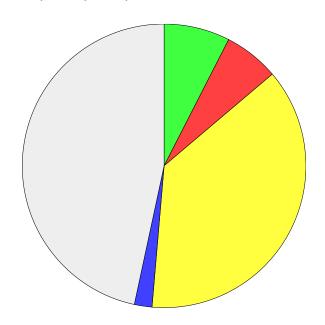
Question responses: 18 (1.17%)

	% Total	% Answer	Count
[Responses]	1.17%	100.00%	18
No Response]	98.83%		1,524
Total	100.00%	100.00%	1,542

day2day limit

Question responses: 823 (53.37%)

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

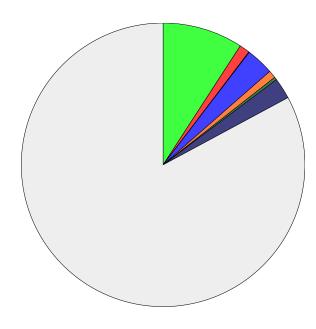


	% Total	% Answer	Count
Yes a little	7.52%	14.09%	116
Yes a lot	6.29%	11.79%	97
No	37.55%	70.35%	579
Prefer not to say	2.01%	3.77%	31
[No Response]	46.63%		719
Total	100.00%	100.00%	1,542

impairment

Question responses: 203 (13.16%)

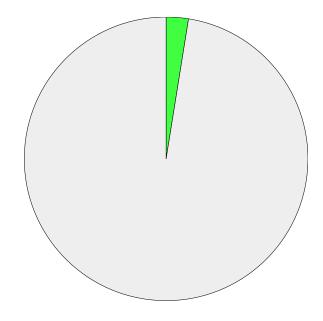
Please state the type of impairment which applies to you. If you have more than one impairment please indicate all that apply. If none of the categories apply, please mark 'other' and state.



	% Total	% Answer	Frequency	Count
Physical Impairment	9.16%	53.43%	9.60%	148
Sensory Impairment	1.18%	6.86%	1.23%	19
Learning Disability / Difficulty	0.06%	0.36%	0.06%	1
Long-standing Illness	3.16%	18.41%	3.31%	51
Mental Health Condition	0.87%	5.05%	0.91%	14
Autistic Spectrum	0.00%	0.00%	0.00%	0
Developmental Condition	0.31%	1.81%	0.32%	5
Other	2.41%	14.08%	2.53%	39
[No Response]	82.86%		86.84%	1,339
Total	100.00%	100.00%	0%	1,616

Impairment - other

Other - please state:



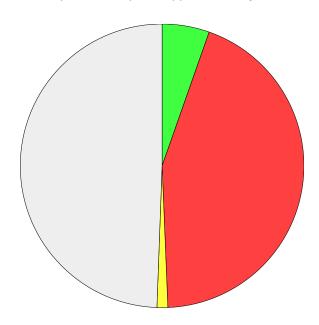
Question responses: 39 (2.53%)

	% Total	% Answer	Count
[Responses]	2.53%	100.00%	39
[No Response]	97.47%		1,503
Total	100.00%	100.00%	1,542

carer

Question responses: 780 (50.58%)

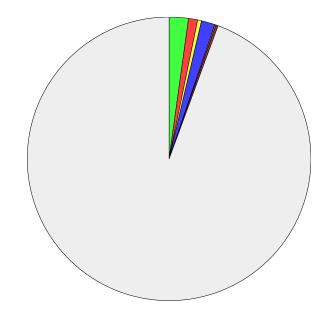
A carer provides unpaid support to family or friends who are ill, frail, disabled or have mental health or substance misuse problems.



	% Total	% Answer	Count
Yes	5.38%	10.64%	83
No	43.97%	86.92%	678
Prefer not to say	1.23%	2.44%	19
No Response]	49.42%		762
Total	100.00%	100 00%	1 542

carer for whom

If yes, do you care for a?

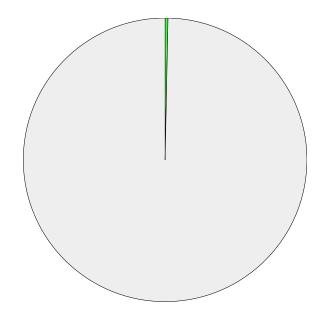


Question responses: 79 (5.12%)

	% Total	% Answer	Frequency	Count
Parent	2.19%	39.08%	2.20%	34
Child with special needs	1.03%	18.39%	1.04%	16
Other family member	0.45%	8.05%	0.45%	7
Partner / spouse	1.55%	27.59%	1.56%	24
Friend	0.13%	2.30%	0.13%	2
Other	0.26%	4.60%	0.26%	4
No Response]	94.39%		94.88%	1,463
Total	100.00%	100.00%	0%	1,550

care for other

Other - please give details:



Question responses: 5 (0.32%)

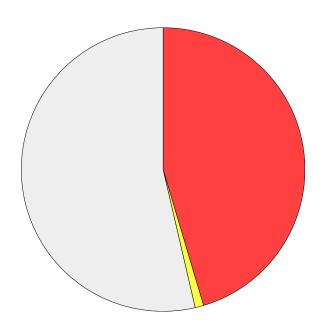
	% Total	% Answer	Count
[Responses]	0.32%	100.00%	5
[No Response]	99.68%		1,537
Total	100.00%	100.00%	1,542

armed forces

Question responses: 768 (49.81%)

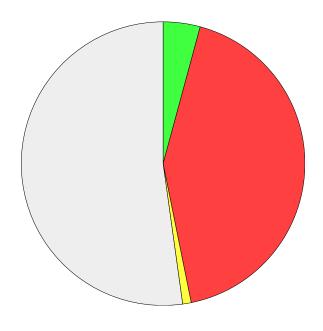
Are you currently serving in the UK Armed Forces? (this includes reservists or part-time service, eg: Territorial Army)

Question responses: 715 (46.37%)



	% Total	% Answer	Count
Yes	0.00%	0.00%	0
No	45.40%	97.90%	700
Prefer not to say	0.97%	2.10%	15
[No Response]	53.63%		827
Total	100.00%	100.00%	1,542

Have you ever served in the UK Armed Forces?

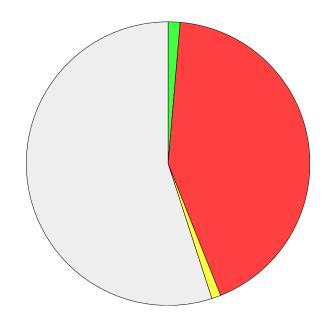


Question responses: 737 (47.80%)

	% Total	% Answer	Count
Yes	4.22%	8.82%	65
No	42.61%	89.15%	657
Prefer not to say	0.97%	2.04%	15
[No Response]	52.20%		805
Total	100 00%	100.00%	1 542

Are you a member of a current or former serviceman or woman's immediate family / household?

Question responses: 694 (45.01%)



	% Total	% Answer	Count
Yes	1.36%	3.03%	21
No	42.61%	94.67%	657
Prefer not to say	1.04%	2.31%	16
No Response]	54.99%		848
Total	100.00%	100.00%	1,542

footer

There is no data to display for this question

Waste Data - Wheelie bin trial area

		2014 - 2015 Pre-trial											
Wheelie Bin Area	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Totals
Recycling Tonnes Collected	70.42	51.05	72.7	64.32	57.76	72.9	45.3	53.8	51.74	58.8	62.36	57.08	718.23
Refuse Tonnes Collected	196.22	217.56	200.66	213.82	245.68	247.88	186.3	244.22	259.76	209.64	214.74	203.96	2640.44
Recycling as % of Total Collected in Wheelie Bin Area	26%	19%	27%	23%	19%	23%	20%	18%	17%	22%	23%	22%	21%

	Nov 15 - May 16 Post trial							
Wheelie Bin Area	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Totals
Recycling Tonnes Collected	62.8	65.38	80.98	68.58	80.62	68.88	62.66	489.9
Refuse Tonnes Collected	206.2	225.3	209.52	178	200.34	210.7	258.56	1488.62
Recycling as % of Total Collected in Wheelie Bin Area	23%	22%	28%	28%	29%	25%	20%	25%

Wheelie Bin Area	2014/15	2015/16	+/-
Refuse	2739	2586	-5.58%
Recycling	703	760	8.10%
Total	3442	3346	-2.79%
Recycling as % of Total Collected in Wheelie Bin Area	20.42%	22.71%	

Wheeled Bin Recycling Costs

Wheeled Bin Recycling	Qty		Estimated Cost
240 bins	60000	£17.00	£1,020,000.00
Delivery of bins			
Delivery by others	60000	£1.50	£90,000.00
Leaflet Design	500		500
Calendar Design	500		500
Leaflet Printing	60000	£0.15	£9,000.00
Calendar Printing	60000	£0.15	£9,000.00
Total Printing			
Mailing	60000	£0.50	£30,000.00
Admin Support/Call Centre (6 months)			£13,000.00

£1,172,000.00

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

Agenda Item 37

Brighton & Hove City Council

Subject: Update on Waste & Litter Enforcement

Date of Meeting: 11th October 2016

Report of: Executive Director of Economy, Environment &

Culture

Contact Officer: Name: Richard Bradley Tel: 29-4701

Email: Richard.bradley@brighton-hove.gov.uk

Ward(s) affected: All

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 At the Policy & Resources Committee of 9th July 2015 a report was presented that set out the service priorities for City Clean. The report highlighted the need for increasing the level of enforcement activity around commercial waste and littering. The Environment, Transport & Sustainability committee of 13th October 2015 considered a detailed business case and authorised the procurement of a concession contract.
- 1.2 This report provides an update on the procurement and implementation of this new contact as part of the agreed 12 month trial.

2. **RECOMMENDATIONS:**

That the Environment, Transport & Sustainability Committee

- 2.1 Notes the progress made with regard the enforcement of fly-tipping, waste & litter offences.
- 2.2 Agrees with the approach outlined below with regard the enforcement of waste and littering offences.
- 2.3 Agrees with and delegates authority to the Executive Director of Economy, Environment & Culture to trial the introduction of CCTV cameras and the operational activities associated with this type of enforcement activity, to be funded through the proceeds of Fixed Penalty Notices.
- 2.4 Grants delegated authority to the Executive Director of Economy, Environment & Culture to develop a pro-active education and communications plan around the use of Fixed Penalty Notices and CCTV, funded through the proceeds of the Fixed Penalty Notices.
- 2.5 Grants delegated authority to the Executive Director of Economy, Environment & Culture to arrange a Member Seminar to enable officers and 3GS provide

detailed briefings on procedures, policies and legislation around the use of FPN's.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Fly-tipping, littering, fly-posting, uncontrolled distribution of leaflets, graffiti, inappropriate containment of business waste and the illegal disposal of commercial waste in communal bins are offences that can have a significant and detrimental impact of the city. Such activities increase the waste produced by the city and drive down recycling rates. They also have a cost implication in terms of cleansing, collection and disposal costs. An effective and robust approach to enforcement will have reduce instances of littering, will help reduce residual waste and thereby increase recycling rates.
- 3.2 Reflective of the lack of resource and expertise in this field, only 80 Fixed Penalty Notices were issued in the whole of 2014/15 and the service was unable to respond to the many requests for enforcement activity around the city.
- 3.3 Following approval from the Environment, Transport & Sustainability Committee in October 2015, an innovative procurement exercise was then conducted resulting in a zero cost contract with 3GS Ltd. The contract commenced on 1st of February and it is only reasonable that a period of bedding in for the new service is allowed, given this represents a long term behavioural change in approach to litter and waste related offences.
- 3.4 3GS provide enforcement services to a number of local authorities across the UK and employ a number of dedicated uniformed officers whose work programme is directed by the Council and provide a comprehensive service from the issuing of Fixed Penalty Notices, through to dealing with complaints and providing legal advice.
- 3.5 In comparison to the 80 Fixed Penalty Notices issued in the whole of 2014/15, from the date that actual enforcement activities commenced on the 15th of February up to the end of August 2016, a total of 1082 FPN's have been issued a significant improvement on performance. The majority of FPN's issued are for littering offences (634), commercial waste offences (333), fly-tipping (37) and fly posting / graffiti (15).
- 3.6 In recognition that Enforcement Officers cannot be on patrol across the city at any one time and that fly tipping offences are often difficult to identify perpetrators due to the lack of evidential material, it is proposed to trial the introduction of CCTV cameras and the operational activities associated with this type of enforcement activity. This would be done in known 'hot spot' areas and would be complemented by a pro-active education and communications plan around the use of Fixed Penalty Notices and CCTV, including improved signage and labelling on communal bins.
- 3.7 This would be in keeping with the approval from Policy & Resources Committee on 9th July 2015 and ETS on 13th October 2015 that highlighted the need for increasing the level of enforcement activity. This approach would further help reduce the levels of littering and fly-tipping across the city, will help reduce levels of residual waste thereby increasing recycling levels.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 A full breakdown of Data and Financial information can be found at Appendix 1 '3GS Summary Report'. A total of 882 FPNs were issued of which 704 have been paid, equating to a percentage of 80% paid of those issued.
- 4.2 The breakdown of the FPNs issued is as shown below.

	FPN's	FPn's	
Туре	Issued	Paid	Amount
General Litter	7	5	£375
Cigarettes	605	480	£36,000
Chewing Gum	0	0	£0
Spitting	14	8	£600
Food Waste	3	1	£75
14 Day DOC	172	22	£6,600
S.34 as respects waste	8	3	£225
Free Printed Matter	34	24	£1,800
Fly-Posting & Grafitti	15	12	£900
Dog Fouling	1	1	£75
Commercial Waste	151	127	£15,110
Fly-Tipping	35	21	£6,300
Withdrawn 14 Day			
DOC	-163		
Total FPN's Issued	882	704	£68,060

Note: Withdrawn 14 Day DOC – This is where businesses have produced their Duty of Care Certificate after the notice has been issued. Production of the document means that the FPN is withdrawn.

- 4.3 A total of 35 Flytipping FPNS were issued of which 21 have been paid.
- 4.4 With regard determining whether a penalty notice is waived, we deal with these unless through a formal complaint process and apply the letter of the law when determining this. As for the circumstances these would generally be;
 - where qualified evidence is produced confirming a serious mental illness
 - where the officer has acted over zealously and issued incorrectly i.e. technically before all of the points to prove the offence has actually been committed are present
 - Where the offender has no permanent UK address. We won't accept interim addresses, such as hotels or hostels.
 - Where the offender is a minor and was issued a notice due to not having appropriate proof of age at the time of the offence, and subsequently provides this
 - Upon the receipt of a current and valid Duty of Care notice

 Where an alleged offender provides photographic evidence that proves they are not the person who received the FPN originally. (photographic evidence must be in the form of driving licence or passport)

The total amount of FPNs withdrawn is 14:

- 8 issued in error
- 6 under age
- 4.5 The fines paid generated from February to August 2016 inclusive is a total of £68060 from paid fines. A full breakdown can be seen at Appendix one.

3GS share £43,659.50 BHCC share £24,400.50

The amounts from paid FPNs will be reinvested into the service for example, the purchase of CCTV cameras. Cameras will be installed at known hotspots to enable the reduction of flytipping throughout the city. The cameras are mobile and therefore can be installed at alternative sites. Each site will be monitored to show how many FPNs have been issued using the CCTV evidence to ensure value for money.

4.6 With regards to dog-fouling, whilst FPN's will be served by 3GS if they catch any acts of dog fouling, the low number of FPN's issued (3) reflects the priority around waste and littering offences. This remit may be expanded upon and discussions could take place with 3GS around the most effective strategy to adopt.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The Council receives many reports and complaints about fly-tipping from the public. Residents who see and report both businesses and members of the public littering, fly-tipping and fly-posting rightly expect appropriate action to be taken.
- 5.2 The proposed trial use of CCTV will help identify those who commit fly-tipping and fly-posting, but who are difficult to catch and / or identify through the material deposited, thereby meeting demands from our residents and businesses.

6. CONCLUSION

- 6.1 Enforcement activities are a long term approach to behavioural change aimed at reducing littering, fly-posting, fly-tipping and similar environmental related crimes. It is part of the strategy to help improve the cleanliness of the city, reduce residual waste levels and increase recycling rates.
- 6.2 The first 6 months have seen an increase in the number of FPN's issued from 80 issued in the whole of 2014/15 to 1082 in seven months a 2219% improvement on performance.

6.3 This is not to say challenges don't remain and more measures are recommended in order to help identify those who commit crimes against the environment. This includes the trial use of CCTV, supported by develop a pro-active education and communications plan around the use of Fixed Penalty Notices and CCTV.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The contract for waste and littering enforcement has been procured on the basis that there are zero costs to the Council and that a proportion of the income from FPN's are retained by the City Clean service. It is anticipated that costs associated to the recommendations to this report will be funded from the income received by the council from the contract. All expenditure and income associated to the contract and report recommendations will be monitored as part of the budget monitoring process and any recurring financial implications incorporated into future year budgets.
- 7.2 It is anticipated that increased waste and litter enforcement activity will result in reduced costs to the council relating to waste disposal, street cleansing and responding to fly-tipping, fly posting and littering associated with flyers. It is difficult to accurately determine the financial implications of this and no assumption have currently been made within the approved budget.

Finance Officer Consulted: Steven Bedford Date: 30/09/16

Legal Implications:

- 7.3 The Environmental Protection Act 1990 (EPA) places a Duty of Care on the occupiers of all commercial and industrial premises to ensure adequate arrangements are made for the safe storage, collection and disposal of waste. Businesses are legally required to enter in to an agreement with a registered waste contractor to ensure they meet their legal obligations. Failure to do so may result in a Fixed Penalty Notice being served under the EPA. Other offences arise under the EPA 1990 in relation to illegally dumped waste, littering, fly posting and so on.
- 7.4 This proposal involves the deployment of funds generated by means of Fixed Penalty Notices on a cost neutral basis in order to fund the installation and maintenance of CCTV cameras in specific public spaces which have been identified as 'hot spots' for the illegal dumping of waste. It is proposed that CCTV will be introduced for a trial period alongside a campaign of education, communications and signage which has as its primary aim the reduction of fly tipping and related activity. It is anticipated that the use of appropriate signage and other publicity measures will ensure that the surveillance is not covert but rather overt and because not directed surveillance in the terms specified in the Regulatory of Investigatory Powers Act 2000 not subject to the prior authorisation requirements imposed by that Act.

7.5 Any use of CCTV by the Council is subject to statutory guidance issued in the form of the Surveillance Cameras Code of Practice pursuant to section 30 of the Protection of Freedoms Act 2012. The Council has a duty to have regard to the Code and to ensure that it deploys CCTV only where it is satisfied that doing so meets a pressing need and where the use of it is proportionate. When formulating these proposals, the Council has had regard to the guiding principles in the Code. Any arrangements it makes in relation to CCTV will be made in such a way as to ensure compliance with the Code and with regard to individuals' rights to respect for their private and family life, home and correspondence as articulated in article 8 of the European Convention on Human Rights. If agreed the steps outlined here will be taken only where it is considered that they represent a proportionate response to the Illegal waste disposal issues which have been identified and where appropriate steps have been put in place to ensure that CCTV is used only in accordance with clear rules, policies and procedures.

Lawyer Consulted: Elizabeth Culbert Date: 21/09/2016

Equalities Implications:

7.4 There are no equalities implications.

Sustainability Implications:

7.5 The additional enforcement activity will improve the environment by reducing fly tipping, fly posting and littering.

Crime & Disorder Implications:

7.6 The report seeks to address illegal and anti-social behaviour and will have a beneficial impact on crime and disorder.

Public Health Implications:

7.7 The report seeks to improve the local environment which will have a beneficial impact on public health

SUPPORTING DOCUMENTATION

Appendices:

1. 3GS Summary Report

Documents in Members' Rooms

1. None

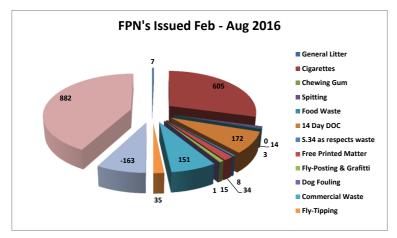
Background Documents

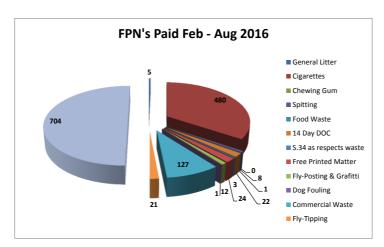
1. None

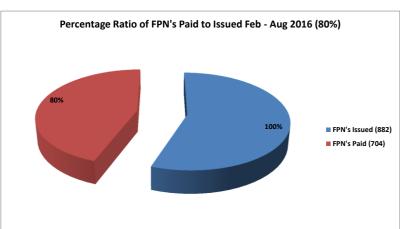
3GS - BHCC Financial and Percentage Split Statistics between Feb - Aug 2016

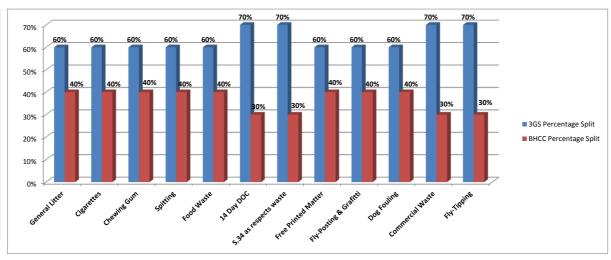
Type	FPN's Issued	FPn's Paid		nount Paid	Percentage Split 3GS	Percentage Split BHCC	3GS Share £	BHCC Share
General Litter			5	£375	60%	40%		£150.00
Cigarettes	60			£36,000	60%			
Chewing Gum			0	£0	60%			£0.0
Spitting	14		8	£600	60%			£240.00
Food Waste	:	3	1	£75	60%	40%	£45.00	£30.0
14 Day DOC	17	2 2	22	£6,600	70%	30%	£4,620.00	£1,980.0
S.34 as respects waste	:	8	3	£225	70%	30%	£157.50	£67.50
Free Printed Matter	34	4 2	24	£1,800	60%	40%	£1,080.00	£720.0
Fly-Posting & Grafitti	1		2	£900	60%			£360.0
Dog Fouling			1	£75	60%			£30.0
Commercial Waste	15			£15,110	70%			
Fly-Tipping	3.		21	£6,300	70%	30%	£4,410.00	£1,890.0
Withdrawn 14 Day DOC	-16							
Total FPN's Issued	88:	2 70)4	£68,060			£43,659.50	£24,400.5
	3GS Share £						BHCC Share £	
General Litter (60% share)	£225.0	0				General Litter (40% share)	£150.00	
Cigarettes (60% share)	£21,600.0	0				Cigarettes (40% share)	£14,400.00	
Chewing Gum (60% share)	£0.0	0				Chewing Gum (40% share)	£0.00	
Spitting (60% share)	£360.0	0				Spitting (40% share)	£240.00	
Food Waste (60% share)	£45.0					Food Waste (40% share)	£30.00	
14 Day DOC (70% share)	£4,620.0					14 Day DOC (30% share)	£1,980.00	
S.34 as respects waste (70% sha						S.34 as respects waste (30% share)	£67.50	
Free Printed Matter (60% share						Free Printed Matter (40% share)	£720.00	
Fly-Posting & Grafitti (60% share						Fly-Posting & Grafitti (40% share)	£360.00	
Dog Fouling (60% share)	£45.0					Dog Fouling (40% share)	£30.00	
Commercial Waste (70% share)	£10,577.0					Commercial Waste (30% share)	£4,533.00	
Fly-Tipping (70% share)	£4,410.0	0				Fly-Tipping (30% share)	£1,890.00	
Total Amount FPNs paid	£43,659.5	0_				Total Amount FPNs paid	£24,400.50	
•		_						•
General Litter		5						
Cigarettes	48					3GS Paid FPNs (Percentage Split)	£43,659.50	
Chewing Gum		0				BHCC Paid FPNs (Percentage Split)	£24,400.50	
-								
Spitting		8				Total (Combined FPNs paid)	£68,060.00	
Food Waste		1						
14 Day DOC	2:							
S.34 as respects waste		3						
Free Printed Matter	2	4						
Fly-Posting & Grafitti	1	2						
Dog Fouling		1						
Commercial Waste	12	7						
Fly-Tipping	2							
Total FPN's Paid	70-							
Total TT W 3 T alia	70	-						
FPN's Issued (882)	100%							
FPN's Paid (704)	809	6						
General Litter		7						
General Litter Paid	!	5						
Cigarettes	60							
Cigarettes Paid	48							
Chewing Gum		0						
-		0						
Chewing Gum Paid								
Spitting	1							
Spitting Paid		8						
Food Waste		3						
Food Waste Paid		1						
14 Day DOC	17	2						
14 Day DOC Paid (163 in compli	2:	2						
5.34 as respects waste		8						
5.34 as respects waste Paid		3						
Free Printed Matter	3-							
Free Printed Matter Paid	2							
Fly-Posting & Grafitti	1							
Fly-Posting & Grafitti Paid	1	2						
Dog Fouling		1						
Dog i dulling		1						
Dog Fouling Paid								
Dog Fouling Paid Commercial Waste	15	1						
Dog Fouling Paid		1 7						

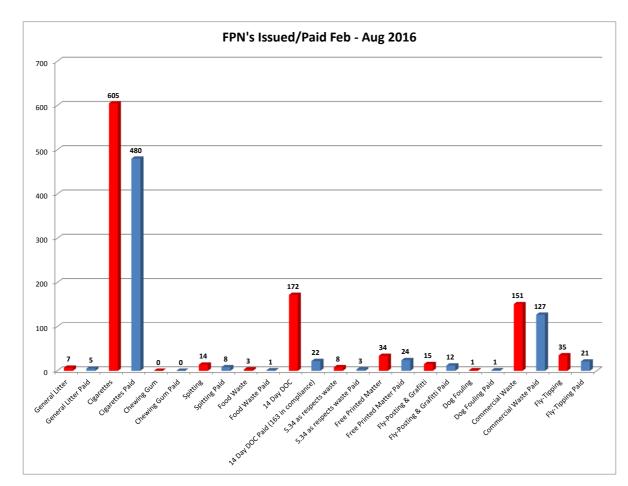
Туре	Percentage Split	Percentage Split
General Litter	60%	40%
Cigarettes	60%	40%
Chewing Gum	60%	40%
Spitting	60%	40%
Food Waste	60%	40%
14 Day DOC	70%	30%
S.34 as respects waste	70%	30%
Free Printed Matter	60%	40%
Fly-Posting & Grafitti	60%	40%
Dog Fouling	60%	40%
Commercial Waste	70%	30%
Fly-Tipping	70%	30%











3GS - BHCC Financial and Percentage Split Statistics between Feb - Aug 2016

Туре	FPN's Issued	FPn's Paid	FPNs Amount Paid	Percentage Split 3GS	Percentage Split BHCC	3GS Share £	BHCC Share £
General Litter	7	7 5	£375	60%	40%	£225.00	£150.00
Cigarettes	605	5 480	£36,000	60%	40%	£21,600.00	£14,400.00
Chewing Gum	(0 0	£0	60%	40%	£0.00	£0.00
Spitting	14	4 8		60%	40%	£360.00	£240.00
Food Waste		3 1		60%	40%	£45.00	£30.00
	172			70%	30%	£4,620.00	£1,980.00
14 Day DOC			,				
S.34 as respects waste		3		70%	30%	£157.50	£67.50
Free Printed Matter	34		,	60%	40%	£1,080.00	£720.00
Fly-Posting & Grafitti	15		£900	60%	40%	£540.00	£360.00
Dog Fouling	-	1 1	£75	60%	40%	£45.00	£30.00
Commercial Waste	153	1 127	£15,110	70%	30%	£10,577.00	£4,533.00
Fly-Tipping	35	5 21	£6,300	70%	30%	£4,410.00	£1,890.00
Withdrawn 14 Day DOC	-163						
Total FPN's Issued	882		£68,060			f43 659 50	£24,400.50
	3GS Share £	, , ,	200,000			BHCC Share £	22 1, 100.50
General Litter (60% share)	£225.00	1			General Litter (40% share)	£150.00	
Cigarettes (60% share)	£21,600.00				Cigarettes (40% share)	£14,400.00	
Chewing Gum (60% share)	£0.00				Chewing Gum (40% share)	£0.00	
Spitting (60% share)	£360.00)			Spitting (40% share)	£240.00	
Food Waste (60% share)	£45.00	0			Food Waste (40% share)	£30.00	
14 Day DOC (70% share)	£4,620.00	0			14 Day DOC (30% share)	£1,980.00	
S.34 as respects waste (70% sha					S.34 as respects waste (30% share)	£67.50	
Free Printed Matter (60% share					Free Printed Matter (40% share)	£720.00	
Fly-Posting & Grafitti (60% share						£360.00	
					Fly-Posting & Grafitti (40% share)		
Dog Fouling (60% share)	£45.00				Dog Fouling (40% share)	£30.00	
Commercial Waste (70% share)	£10,577.00				Commercial Waste (30% share)	£4,533.00	
Fly-Tipping (70% share)	£4,410.00				Fly-Tipping (30% share)	£1,890.00	
Total Amount FPNs paid	£43,659.50	<u>0</u>			Total Amount FPNs paid	£24,400.50	
•		_			•		
General Litter	Ţ	5					
Cigarettes	480				3GS Paid FPNs (Percentage Split)	£43,659.50	
Chewing Gum		0			BHCC Paid FPNs (Percentage Split)	£24,400.50	
=							
Spitting		3			Total (Combined FPNs paid)	£68,060.00	
Food Waste		1					
14 Day DOC	22	2					
S.34 as respects waste	3	3					
Free Printed Matter	24	4					
Fly-Posting & Grafitti	12	2					
Dog Fouling		1					
Commercial Waste	127						
Fly-Tipping	2:	_					
Total FPN's Paid	704	4					
EDNI's Issued (993)	1000	,					
FPN's Issued (882)	100%						
FPN's Paid (704)	80%	6					
General Litter	- -	7					
General Litter Paid		5					
Cigarettes	605						
•	480						
Cigarettes Paid							
Chewing Gum		0					
Chewing Gum Paid		0					
Spitting	14						
Spitting Paid	8	3					
Food Waste	3	3					
Food Waste Paid		1					
14 Day DOC	172						
14 Day DOC Paid (163 in compli							
S.34 as respects waste		3					
S.34 as respects waste Paid		3					
Free Printed Matter	34						
Free Printed Matter Paid	24	4					
Fly-Posting & Grafitti	15	5					
Fly-Posting & Grafitti Paid	12						
Dog Fouling		1					
		1					
Dog Fouling Paid							
Commercial Waste	15:						
Commercial Waste Paid	127						
Fly-Tipping	35						
Fly-Tipping Paid	2:	1					

Туре	Percentage Split	Percentage Split
General Litter	60%	40%
Cigarettes	60%	40%
Chewing Gum	60%	40%
Spitting	60%	40%
Food Waste	60%	40%
14 Day DOC	70%	30%
S.34 as respects waste	70%	30%
Free Printed Matter	60%	40%
Fly-Posting & Grafitti	60%	40%
Dog Fouling	60%	40%
Commercial Waste	70%	30%
Fly-Tipping	70%	30%