



**Brighton & Hove
City Council**

COUNCIL ADDENDUM

6.30PM, THURSDAY, 3 FEBRUARY 2022

HOVE TOWN HALL - COUNCIL CHAMBER

ADDENDUM

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Written questions from councillors, together with the responses from the Leader of the Council and/or Chairs of the relevant committee.

Brighton & Hove City Council

Council

Agenda Item 65

Subject: Written questions from councillors.

Date of meeting: 3 February 2022

Report of: Executive Director for Governance, People & Resources

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Ward(s) affected: All

For general release

The following questions have been received from Councillors and will be taken as read along with the written answer detailed below:

(1) Councillor Yates:

Can the Chair of Housing please outline, since the introduction of funding and policy to (re)purchase properties for council tenants under a previous Labour Administration.

1. how many properties have been purchased in each financial year?
2. what was the total purchase cost in each year?
3. what was the budget available in each year?

Reply from Councillor Gibson / Hugh-Jones, Joint Chair of the Housing Committee

Financial Year	Number of Properties	Budget Available £'000	In year Spend £'000
2017/18	1	237	237
2018/19	13	2,355	2,355
2019/20	43	9,593	9,593
2020/21*	64	16,268	15,073
2021/22**	75	22,725	18,672
	194	51,178	45,930

* includes 24 for Next Steps Accommodation

** includes 6 for Next Steps Accommodation and 13 for Rough Sleepers Accommodation

The variance in 2020/21 of £1.195m relates to an underspend on the Next Steps Accommodation Project.

The 2021/22 figures are based on the 9 month period of 1st April 2021 to 2nd February 2022. The variance between the budget and spend reflects the anticipated purchases for the remainder of the financial year.

(2) Councillor Fishleigh:

Please outline what services NSL has provided to BHCC since 2016 and how much the contracts are valued at?

Reply from Councillor Drutt / Gibson, Joint Deputy Chair (Finance) of the Policy & Resources Committee

NSL provides the council with Parking Enforcement and towaway services. The amounts paid to NSL since 2016 are:

2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
£4,607,893	£3,625,404	£3,930,585	£4,096,576	£3,691,591	£3,169,452

**(3) Councillor Fishleigh
Electric Bin Lorries.**

In September last year, the first electric bin lorry was announced. Please could I have an update on BHCC's progress rolling out all-electric bin lorries. I have these specific questions:

- How many EV lorries are now deployed/how many are on order?
- What is the make/model of the new lorries?
- How much has each lorry cost to purchase or hire? (If hire how long is contract for?)
- Where has the money to purchase come from eg Cityclean's annual budget
- How much would a replacement diesel bin lorry be?
- How does cost/rubbish capacity for EV compare to diesel lorries?
- How many hours does each EV lorry take to charge?
- Where/how are lorries charged - electric, diesel or other?
- How long does the charge last in terms of a round?
- Any problems with breakdowns/coping with steep hills?
- Any problems with the refuse workers/GMB as a result?
- How many rounds have successfully been completed using new EV dustbin lorries?
- How do crew complete their round if a lorry runs out of electricity part-way through and how is their time used? Do they revert to a spare or diesel lorry or do they have to wait around for hours for lorry to charge?
- Are new lorries proving more or less reliable/efficient than diesel lorries?
- Were old lorries sold or scrapped and how much did council receive for the fleet if they were council property?
- What is the net carbon saving per electric lorry by comparison and taking all efficiency factors into consideration?
- Cllr Lloyd said that changing the fleet over from diesel will save 7,500 tonnes of carbon dioxide over the course of nine years. Please would you tell me how these figures were reached.

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Thank you for your comprehensive list of questions. I have numbered these from 1 to 16 and will respond to each in turn.

1. One electric vehicle has been deployed into the service, one is going into service this week and a further four are on order
2. The make of vehicle is Dennis Eagle; the model is Electra
3. Each electric vehicle costs £389,000
4. The vehicles are purchased through unsupported borrowing as agreed by Policy & Resources Committee in January 2021
5. The cost of a replacement diesel lorry ranges from £175,000 to £235,000
6. An electric vehicle costs £25 per week to charge. A diesel vehicle costs £300 per week in diesel. An electric vehicle can collect one more tonne of waste before needing to tip.
7. A battery can take from three to eight hours to charge, depending on battery size
8. The vehicles are charged at Hollingdean Depot. Funding from the Carbon Neutral Fund has been secured to upgrade the infrastructure, which is currently underway
9. The charge can last for up to two days in use and when charged fully charged. If not in use, the battery does not deplete
10. The service is not experiencing any issues. The electric vehicles perform better on hills than diesel vehicles as there is more torque in the engine. Some hydraulic components were replaced under warranty
11. There are no problems with the refuse workers or GMB. The Head of Fleet Management works closely with the driver and crew, who are providing daily feedback
12. The one electric vehicle is deployed to Refuse Round 1 which covers the Portslade and Mile Oak areas
13. This is not a problem that has been encountered. If the truck does run out of charge mid-round, the crew can use one of the rapid charging points across the city, in an emergency
14. The electric vehicle is proving more reliable as it has fewer moving parts
15. One vehicle was scrapped. Three have been sold through a national auction company, with the value varying depending on the age and condition. This ranges from £1100 to £6500. There are further trucks to be auctioned. (See below)
16. Three months' worth of data is needed before a comparison can be made.

With regards to the comment by Councillor Lloyd: the 7500-tonne figure was based on the full fleet, using manufacturers figures over a nine-year period and reflects the drop in emissions to be achieved by not using diesel trucks. It was stressed that this will be achieved at the end of the replacement program.



Truck Auction
Details.xlsx

(4) Councillor Grimshaw:

I have a resident in my ward who has had no shower for 5 weeks. She was told as she had a bath it was not an emergency despite her being disabled and unable to get in the bath. Why are people's disability needs not taken into account when housing repairs are sought? If assessments need to be done, how can this process be speeded up to ensure a waiting time is not 5 weeks plus?

Reply from Councillor Gibson / Hugh-Jones, Joint Chair of the Housing Committee

It is difficult to comment on a particular case without further detail. However, in general terms a tenant with disability would be prioritised in the circumstances you describe provided the tenant makes this information known when they call Repairs Customer Services. A shower repair may not be prioritised if the tenant had a bath and had not reported any difficulty in use. I would encourage your resident to contact us again to clarify her situation. In addition, should a disabled tenant be unable to use their bath our Housing Adaptations Service may be able to assist by enabling a more accessible bathing solution.

(5) Councillor Childs

~~In view of the anniversary of Bloody Sunday on Sunday 30th Jan, will the administration agree to write jointly on behalf of the City, to His Excellency, the President of the Republic of Ireland and His Excellency, the Right Reverend Archbishop of Armagh, to express our sympathies and solidarity with the people of Ireland, whose unarmed relatives and countrymen were murdered by occupying English colonial forces in 1972?~~

Note: This question was withdrawn by Councillor Childs.

(6) Councillor Childs

Following repeated requests, when will the Council agree to lend a space for the Albion Community to emplace a self-funded shipping container community bike workshop in the Community Centre Car Park?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Colleagues from Housing and Community Engagement are meeting Albion Life on site next week, to agree how to take this positive community project forward.

Apologies that this issue hasn't progressed more quickly. I will provide an update following this visit.

(7) Councillor Childs

Despite being promised an additional carton recycling bin at the Queens Park Recycling Site over 18 months ago and despite numerous reminders, nothing has transpired. When will the promised receptacle be provided?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Your request has not been forgotten and I would like to apologise for the delay in placing an additional carton recycling bin at the Pepperpot.

Due to the quantity of bins present and following a visit, the site poses some challenges in accommodating a further unit, with a lamppost at one end restricting the width of the pavement and the railings at the other, which cannot be obscured further.

Conversations will need to take place with yourself and Friends of Pepperpot to determine where is most appropriate for another recycling bin. Officers have prepared a couple of options which they will share with you.

There is a cost to the council in placing an additional carton recycling bin which also has to be considered.

(8) Councillor Childs

Following repeated requests, when will funding be made available to renovate the listed Queens' Park Drinking fountain?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Sadly, no funding has been identified to renovate the Queen's Park Drinking Fountain in the current financial year. Yet another example of 12 years and counting of govt austerity cuts to local communities.

However, we have been looking into the options for investment into parks infrastructure. Significant investment is needed across all of our parks and this has been identified through the budget process. If agreed the competing needs will be prioritised through asset condition surveys with the main demands being met through a pipeline of projects which could potentially, if found to be a high priority, would identify the Queens Park Fountain for renovation.

(9) Councillor Childs

Will the Council agree review the possibility of a footbridge over Edward St by the Amex redevelopment?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

In 2013 the Council introduced a number of physical improvements for pedestrians and vehicles along Edward Street, including the introduction of a 20-mph speed limit, all which have contributed to creating a safer environment for pedestrians which is evident in its good safety record. Furthermore,

Footbridges are not always a convenient way for pedestrians to navigate local streets, particularly in city centres, the council's policy is to ensure safe and convenient walking facilities across the city and will continue to invest on safer crossing points for all. A better approach to this issue may be to gain your support for the upcoming LCWIP to enable safer walking and cycling and reduce short car journeys.

(10) Councillor Childs

Why does the Council continue to ignore the residents of Freshfield Road and refuse to install a crossing for St Luke's children and genuine speed abatement measures on this dangerous stretch of road?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Following the petition received in January, a mobile vehicle speed activated sign was installed on Freshfield Road. The sign was in place for approximately six weeks in March and April. During this time, speed data was collected from this equipment which showed an average speed of just under 22mph and a calculated upper range speed of 27mph.

This information is the National Standard methodology for assessing local design speed and the collision history at this location. As you know we get a number of these important requests and budgets do not stretch to each. As the collision history is low, the criteria put this area as a lower priority in terms of spending limited resources when compared to other locations across the city where there are both higher speeds and higher accident figures. However, I will ask Officers to continue to monitor the situation I can also update you that the original request for an upgrade to the existing informal crossing remains on the pedestrian crossing priority list for consideration as part of the next round of assessments.

In the meantime, other initiatives are already taking place to support safer active travel to schools in this area. A permanent, timed School Street road closure is in place on Queen's Park Rise to support children and families travelling to St Luke's Primary school. A School Crossing Patrol is also in place on Queen's Park Terrace. As part of the School Streets programme, officers are working with eligible schools to implement more closures on roads around schools. A design option for Queen's Park Primary School on Freshfield Place has recently been consulted on and feedback gathered from local residents and the school community will inform the next stage of design. We would also draw attention to this administration's trial of a Low Traffic Neighbourhood in the Hanover and Turner area later this year for our commitment to making our communities safer.

(11) Councillor Childs

~~Will the Council join us in sending solidarity to teachers at Brighton Girls in dispute with their employer the Girls Day School Trust who have proposed to end their access to the Teachers' Pension Scheme and will they agree to write to the Trust requesting they withdraw this proposal?~~

Note: This question was withdrawn by Councillor Childs.

(12) Councillor Childs

Will the Administration join us to give thanks to Mr Mark Wall, for his exemplary long service and commitment to democracy and civic life in Brighton and Hove and wish him well when his coming retirement?

Reply from Councillor Mac Cafferty, Leader of the Council

Mark Wall is one of the employees of the Council who is universally liked and respected by councillors, officers and residents alike. He began working with the old Brighton Borough in 1986, more than 35 years ago. He rose through the ranks to his current position as Head of Democratic Services. He has served under administrations of all political colours with integrity, impartiality and absolute dedication. He has been the face of public service at its best.

Mark has been the keystone that holds the democratic decision-making machinery together in Brighton & Hove and our democracy has been much richer for his work. The active political culture and vibrant public engagement in our city means only an especially dedicated pair of hands is up to the job, we most likely cannot appreciate what has been involved from Mark, supporting hundreds of meetings and dozens of oral questions and petitions every year. Mark is also effortlessly patient, open and diplomatic when residents play their rightful part in the democratic decision-making when they submit deputations, questions and petitions.

In his long career at the council, Mark has not only supported committee meetings, he has been responsible for the Mayoralty, councillors' allowances and Member development. Under his stewardship, the Council succeeded in getting a Member Development Charter accreditation and this year secured the highest ever accreditation of 'Charter Plus' – a fitting farewell to an eminent professional.

Mark has not been just an excellent officer, he is unfailingly fair and polite, respectful of everyone and always does his best to help.

Mark will be leaving the Council at the end of March. We are hoping that there will be an opportunity to say goodbye in an appropriate way nearer the time. For now, on behalf of all councillors of all political traditions in the city, I wish to place on record my sincere thanks for his long and distinguished service. Mark's departure will be a huge loss to the Council, and we will miss him. I wish him all the very best for a happy retirement.

(13) Councillor Childs

~~Is the apparently close relationship the Council has with the Clinical Commissioning Group / Sussex Integrated Care Board in the best interests of Brighton & Hove patients?~~

~~Will the Council insist in an fora to which it belongs or makes representations to, relationship or agreement that it reaches that:~~

- ~~a. Sussex ICS guarantee an A&E in the City free for all (something the NHS Bill doesn't offer) and~~
- ~~b. guarantees free face-to-face appointments with a GP and,~~
- ~~c. a comprehensive health service equal to that currently provided.~~

Note: This question was withdrawn by Councillor Childs.

(14) Councillor Childs

Will the Administration agree to negotiate with Patcham and Dorothy Stringer High Schools to facilitate the use of the Council owned Patcham and Surrenden swimming pools for the public?

Reply from Councillor Clare, Chair of the Children, Young People & Skills Committee

The two pools that referred to are primarily school swimming pools, run and maintained by the schools. As not all schools have swimming pools, those schools that do have pools are expected to run and maintain these facilities.

(15) Councillor Childs

Will the Council consider changing the crossing opposite Brighton College from a zebra crossing to traffic lights or a installing a footbridge to ease traffic jams?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Our priority is, and also as defined by the Highway Code - the most vulnerable road user – and in this instance we know this is a route used by school children. It is right that traffic should stall to allow school children to cross safely. Zebra crossings are much better than traffic lights and footbridges, especially when it comes to allowing school children to cross safely. The Eastern Road Zebra crossing works well for pedestrians and specifically school children attending Brighton College. Traffic is required to stop on pedestrian demand, particularly important when you consider that school children are using this route. The introduction of a signalised crossing point at this location would require children to wait for longer periods of time than they were accustomed to, increasing the likelihood of children not using the crossing point.

We have not received complaints from the bus company or emergency services regarding traffic relating to this crossing. Heavy pedestrian footfall related to the school run is seen for a short period during the morning and afternoon outside of this time the footfall is relatively low. The introduction of a signal controlled crossing such as a puffin crossing would require longer green times at school pick up and drop off to manage the demand at peak periods and to avoid overcrowding on the narrow footpaths at either side of the crossing Signal equipment required for the crossing would further reduce the footway width for pedestrians waiting to cross. A footbridge at this point is unlikely to prove value for money given the relatively low numbers of vehicles and pedestrians and the need to compulsory purchase land which would be required for the footbridge landing points. The local cycling, walking and infrastructure plan offers opportunities for improvements across the city that will lead to a more strategic approach, reducing traffic overall and enabling a smoother, safer road journey for vulnerable road users.

**(16) Councillor Barnett
Benfield Valley**

In letter correspondence to Hangleton & Knoll Councillors, the Sussex Wildlife Trust has said that Brighton and Hove City Council has incorrectly included Benfield Valley as a site for development in City Plan part 2. The letter states:

The NPPF is clear that Local Plans should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the locally designated sites such as Benfield Valley LWS and as such the existing designation should protect the site. Unfortunately, BHCC have not complied with this, so our Conservation Policy & Evidence Team is awaiting the publication of the Inspector's Matters, Issues and Questions for the Examination in Public (EiP) of the CPP2 and will submit further representations at this time and will attend the EiP hearings.

Will the Administration now remove Benfield Valley as an urban fringe development site in City Plan Part 2, as it has done for Horsdean Recreation Ground in Patcham?

Reply from Councillor Osborne / Powell, Joint Chair of the Tourism, Equalities, Communities & Culture Committee

This matter was addressed fully at the City Plan Part Two Examination public hearings which were held November 2021 and chaired by a government appointed Examination Inspector. The Inspector carefully considered the position put forward by the Sussex Wildlife Trust and that put forward by the Council regarding the proposed site allocation at Benfield Valley. The councils' position is that some development at Benfield Valley can be accommodated without adverse impacts on the nature conservation features of the valley provided robust mitigation measures are included and additional biodiversity net gain is achieved. Policies in the City Plan Part Two require such measures.

The position for the proposed site allocation at Horsdean Recreation Ground is different because the local wildlife site there is very much smaller. Further assessment of urban fringe sites (as set out in the 2021 Urban Fringe Sites Study) indicated that the proposed amount of development was unlikely to be able to be satisfactorily mitigated. For this reason, council officers did propose a change to remove the site as an allocation prior to the examination hearing sessions.

Proposed modifications (changes) to the Plan will be considered at the council's TECC Committee in March. In setting out and clarifying the proposed modifications to the Plan that the Examination Inspector considers are necessary to make the plan sound (in her post hearing note to the Council), the Inspector has not indicated that she wishes to see the removal of the site allocation at Benfield Valley. The Inspector will have had considered the allocation against all the relevant soundness tests including whether the Plan complies with national policy.

(17) Councillor Lewry

Speeding in Hangleton & Knoll

Residents are concerned about more cases of speeding cars in Hangleton and Knoll, including in the following streets:

- Amberley Drive
- Downland Drive
- Poynings Drive
- Hangleton Road
- Hangleton Way

Can the Chair advise:

- a) Is the Council aware of any plans to install speed cameras in these roads?
- b) Would the Council support the rollout of community safety initiatives similar to those in operation in other local authorities where local Residents' Associations are provided with speed guns and training to help monitor speed and provide feedback.

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Speed cameras are provided and maintained by the Sussex Safer Roads Partnership on behalf of Sussex Police as the enforcement authority. They can only be provided on roads that have a proven history of serious injury causing collisions and cannot be provided for revenue raising or other purposes. The cameras are extremely expensive to purchase and maintain and therefore their use has to be quite limited so they are only really provided as a final solution after all other avenues have been explored.

I will ask that collision history for these roads be looked into and Officers can look at alternative measures such as mobile vehicle activated signs that can be deployed for short periods of time that flash up the speed limit if a vehicle is exceeding it and also record all speeds and numbers of vehicles so giving us an idea of the scale of any problem. Officers also regularly meet with Sussex Police to discuss Traffic and Safety related issues and will therefore also raise residents' concerns about speeding vehicles in and seek specific investigation. Residents can also contact the Police via Operation Crackdown www.operationcrackdown.org who will always respond and deal with specific anti-social driving issues.

(18) Councillor Peltzer Dunn

Platinum Jubilee programme of events

- a. In an answer to my previous written question of 15 July 2021 (Question 29, Civic Honours Competition), the Leader of the Council stated that he was considering whether the city would participate in the Platinum Jubilee Civic Honours Competition.

The Leader of the Council stated there were three areas of this programme that the city was eligible to apply for, including:

- i. Investment;
- ii. The granting of existing cities with Lord Mayoralty;

- iii. Tree Planting initiatives.

Can the Leader of the Council please provide an update on whether the Administration decided to proceed with participation in the above categories of the Civic honours' competition?

- b. Please can the Administration provide a timetable of events in Brighton and Hove for celebrating the Platinum Jubilee, including,
 - i. Events organised by the Council
 - ii. Events planned in partnership with the Council or that the Council is aware of.

Reply from Councillor Mac Cafferty, Leader of the Council

The Policy, Partnerships and Scrutiny Team are working with teams across the council to develop and coordinate events and initiatives relating to the Jubilee. The high-level objectives of the group were set out as follows

- To coordinate the council and city response to Platinum Jubilee celebrations, with the emphasis on supporting communities to celebrate.
- To coordinate the specific response on initiatives that are council related e.g. lighting of the beacons, 'The Queen's Green Canopy', supporting communities with street parties, responding to other requests made by councillors or residents through the democratic process etc.
- To create a timetable of events that include those taking place across the city and to coordinate attendance to those events.

A preliminary report was taken to TECC committee in December outlining initial plans, with a subsequent report being prepared for committee on 10th March, which will contain further and more complete information.

The Council will support communities to hold street parties, participate in the lighting of Beacons, as well as the planting of trees as part of 'The Queen's Green Canopy' initiative.

We will have a dedicated pages on the council's website with relevant information, guidance and links for people to understand how they can take part, as well as a programme of events that are being held in the city. This information be will promoted across social media, in 'Homing In' - the council's newsletter mailed out to all council tenants and leaseholders - and the information will also be sent to local newspapers and community websites. Councillors will also be updated so can they share the information with their residents directly.

(19) Councillor Theobald

Madeira Terraces restoration delays

Following funding secured in previous City Budget rounds (including £4.1535m last year) and fundraising efforts of members of the public, Brighton and Hove City Council currently has around £12,000,000 available dedicated to the restoration of the Madeira Arches.

This funding is enough to complete the first two phases of the work and restore 80 of the 150 arches along Madeira Drive.

Work was meant to get underway last year, however the start date for the restoration appears to have again been delayed, with the Council's website now stating work will not begin until Autumn 2022.

Can the Leader of the Council advise?

- a) Why the start date for the Madeira Drive project has been delayed for a year?
- b) Why other projects along Madeira Drive such as road layout changes and cycle lane installations have been prioritised over the Madeira Terraces restoration.
- c) What the revised timeframe is for Phase 1 and Phase 2 of the Madeira Terraces restoration.

This is a very important project for our City with many residents wanting to see this get underway and be treated as a priority project from the Council, particularly after Madeira Terraces were recently added to the 'at risk' register by Historic England.

It would be a boost for residents and local groups such as Save Madeira Terraces Campaign if the work got underway as soon as possible during this Platinum Jubilee Year.

Reply from Councillor Mac Cafferty, Leader of the Council

- a) Madeira Terrace is a Victorian Grade II* listed structure of national importance, and this is therefore a complex project that involves the resolution of a wide range of issues and challenges. It is essential that the correct contractors and professionals are engaged to progress the project and to ensure the project progresses effectively and support of key stakeholders is maintained.

The Design Team of specialist disciplines were appointed in Summer 2020. The team worked with the Advisory Board to agree the focus of the first phase of the project. Detailed design work then commenced involving extensive consultation with planning, the Design South East Panel and various other stakeholders. The design is now being finalised in order to submit a planning application for the first phase in spring.

A market engagement event was also held in Autumn last year to promote the project and understand which contractors had the specialist skills to deliver the project. The team are currently reviewing procurement options following this feedback to ensure the procurement route will be most effective for delivering the first phase, as well as potentially subsequent phases of the project.

This is a project where quality in all aspects is key, and where available funds are limited for best result in bringing the Terrace back into meaningful use in public life. But the team are working to a carefully developed timetable to deliver results as soon as possible so the restoration will last for the longest possible time.

- b) Why other projects along Madeira Drive such as road layout changes and cycle lane installations have been prioritised over the Madeira Terraces restoration.

The Black Rock project which is predominantly funded via the LEP is currently on site and the first phase of works that included changes to the road layout and cycle lanes for Dukes Mound are now complete. Other works were undertaken in the first instance as a temporary measure in response to COVID-19 and have been and have since been discussed at the Environment, Transport & Sustainability committee.

- c) What the revised timeframe is for Phase 1 and Phase 2 of the Madeira Terraces restoration.

The current timeframe for the first 41 arches will see the planning application submitted in Spring this year and we expect this to be determined by the Autumn. The feedback from the Market Engagement has been that a two-stage procurement process will bring longer term benefits, attract more bidders, and achieve a better price. The procurement is now expected to be completed at the start of 2023 and construction to start shortly after. Because this approach will take slightly longer than that originally proposed, the team are looking at the potential for preparatory and enabling works to start before the main contractor is in place.

**(20) Councillor Theobald
Pavilion Gardens Public Toilets**

The public toilets at Pavilion Gardens are in a terrible state and antiquated.

Many residents have complained over the past few years as have I (and I have submitted questions at Council), but their appalling state has not improved by the Council.

These facilities are in Brighton's main tourist and heritage zone which is visited by many people and the continuing poor state of the public conveniences reflects very badly on the City.

The toilets have been targeted by antisocial behaviour; however the Council has recently received a Safer Streets Fund Round 3 Grant of £69,969 for improvements to lighting and the installation of CCTV in Pavilion Gardens.

Can the Chair advise:

- a) Whether the Council has a plan to upgrade the Pavilion Gardens public toilets?
- b) If not, will the Council commit to developing such a plan?
- c) What is the timeframe for the rollout of the Safer Streets Fund Round 3 grant project in Pavilion Gardens?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Yes, we are developing plans for refurbishing the public toilets near the Royal Pavilion Gardens. The investment in this site was announced in July as part of a £2.7 million programme to upgrade 11 of the busiest public toilets in the city.

The timeframe for rolling out the Safer Streets Fund Round 3 in Pavilion Gardens is for the funding to be allocated or spent by 31 March 2022.

**(21) Councillor Mears
Saltdean Beach**

Residents in Saltdean have reported a need for additional signage at Saltdean Beach to advise residents about the seasonal conditions.

Will the Council commit to:

- a) Installing more obvious signs to show that Saltdean beach is a dog free beach in the summer.
- b) Putting in place clearer information to show when the sea at Saltdean Beach is polluted.

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

There are currently 2 signs on the wall next to the entry point on the central beach in Saltdean to advise that this is a dog free beach during the summer months. There is also information regarding dog friendly beaches on the beach safety sign directly next to this entrance.

Managing signage along the seafront has always proved challenging particularly when dealing with expansive areas of beach with numerous entry/exit points. The council seeks to find a balance whereby there is sufficient signage in place to communicate a clear message whilst being mindful not to overwhelm the public with too much information. Too many signs can result in a cluttered appearance and the key information being lost or ignored.

In addition to the signage the beach lifeguards and Seafront Officers will also advise dog owners if they are on a beach where dogs are not permitted.

The Seafront Team regularly review the signage on the seafront which covers a number of byelaws as well as providing safety advice. However, they are satisfied that currently there is ample signage relating to the dog byelaws.

If the Seafront Team discover signs of pollution or are made aware of a pollution event during the bathing season, then the beach lifeguards will display a red flag on the affected beaches and advise the public not to swim. However, the council is not formally notified each time Southern Water outfalls are discharged and therefore is not always able to notify the public. The Seafront Team will put out pollution information on their social media platforms whenever they can but when managing a 13km stretch of seafront it is not possible to put up physical signs with real-time information. The team recommend anyone who swims regularly in the sea to sign up to Southern

Water's Beachbuoy App which provides near real-time information about releases of stormwater or wastewater

(22) Councillor Mears

Beach Hut Feasibility Plan

In the City budget the Conservatives secured a number funding for measures for beach huts in the city, including:

- a) £0.250m capital investment including for Beach Hut infrastructure and replacement
- b) £0.010m one-off resource to support a feasibility study for new beach huts

Can the Chair advise the current status of the above funding measures (a) and (b)?

Reply from Councillor Osborne / Powell, Joint Chair of the Tourism, Equalities, Communities & Culture Committee

The £10,000 one-off resource has been spent on a feasibility study for new beach chalets which was presented to the TECC Committee in June 2021.

The £250,000 funding was allocated for Seafront Railings & Beach Hut Replacement.

It is intended to use half of this capital funding for seafront railings upgrade and half to build new beach chalets. Several locations have been identified where new beach chalets could be viable and the next step is to appoint an architect to design, cost and deliver the project. The architect fees and build costs will be funded from this £125k capital sum. However, if the cost of the beach chalets comes in at a higher rate which exceeds the £125k budget then this will require the allocation of additional funds. A report will go to TECC Committee to seek approval to proceed with building the new chalets once the designs and locations are confirmed.

(23) Councillor Simson

Drink-spiking in the city

Can you please advise what the Council is doing over the following?:

1. Raising awareness publicly and amongst licensees and door supervisors at our pubs and clubs in Brighton and Hove of:
 - a) The prevalence and increase in drink-spiking in the City
 - b) How they can recognise that a person may not be drunk but may have had their drink spiked; and
 - c) The availability of drink-spiking test kits and the possibility of being stocked with such kits in their venues.
2. Ensuring that Safe Space, Beach Buggy and other similar initiatives are provided with test kits.

Reply from Councillor Deane, Chair of the Licensing Committee

The Council and Sussex Police are committed to ensuring that people who use our licenced premises are safe and feel safe.

Together, the Council and Sussex Police have been tackling drink-spiking in the city by raising awareness of the issue, giving advice and support, and taking enforcement action where necessary.

In October and November 2021 Council Officers saw an increase in the number of spiking incidents reported.

In early November 2021 a roundtable meeting was organised by the Police for the city's venues and security companies, with council representatives present, to discuss and share best practice and the Council and Sussex Police issued new guidance to licensed premises. The guidance included preventative actions that venues could take to ensure the safety of their customers. It also included information on how to care for potential victims of drink-spiking, and the signs to look for.

The Council worked with other partners across the city to share best practice and information as part of Alcohol Awareness Week in November. We are aware that some of the larger venues have bought testing kits and the security firm, that operate Brighton Peach patrol, supply kits to some of these venues. Safe Space have their own medical provider and we are waiting confirmation on whether they have testing kits. This work is complemented by on-going targeted police patrols in hot spot areas and engagement with the local community to ensure residents feel safe when accessing the night-time economy.

In December 2021 the Council saw a reduction in reported incidents and investigations into these reports are on-going. The Council is aware that a large number of venues in the city have drink-spiking test kits, along with other measures, such as drink covers, to ensure the safety of their customers.

The Council is also aware that Brighton Beach Patrol supply test kits. Colleagues in Public Health are also working with universities and colleges to raise awareness of the issues and provide them with the advice and support to stay safe in the night time economy.

(24) Councillor Bell

Council's policy for re-instating pavements.

There have been several recent examples across the city where pavements are being poorly reinstated by the Council or by the Council's contactors under the direction of the Council's policy.

Examples include:

- McWilliam Road in Woodingdean, where half of the attractive pavement slabs have been removed and replaced by tarmac, upsetting local residents; and
- Preston Park Avenue, where the Brighton Society have raised concerns about paving slabs being replaced by tarmacking in a conservation zone.

In the case of Woodingdean, the contractor has said that the tarmacking that took place followed a Council policy.

Can the Council advise:

- a) What is the Council's current policy on the re-instatement of pavements?
- b) Where have these pavements slabs been taken after they have been removed?
- c) Given recent controversies, will the Council reconsider its pavement re-instatement policy and re-issue advice to its contractors and its Department?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

City Fibre have been working in Woodingdean and have had to work on footways with damaged slabs where it has not been possible to put them back, which is the normal approach for utilities. The damaged slabs are taken away and recycled. The council has been working with the utility to agree a better approach and unfortunately, they have not installed them in the agreed manner. The intention is to allow the use of flexible asphalt in accordance with council policy, however they have mixed the 2 materials that was not the intention. Further discussions are taking place with them to ensure that they reinstate consistently. The council's policy is to use flexible materials as they are more reliable and longer lasting. When a footway's life cycle is considered the use of flexible materials are more sustainable and ultimately reduce the impact as they need less maintenance, and they reduce the need for continuing maintenance. The policy also applies in conservation areas, but the policy does require an assessment of the area to ensure that specialist paving areas such as the lanes are retained. Many footways use concrete slabs that have been in place for many years often installed with different sizes and colours.

(25) Councillor Brown

Anti-social behaviour (football-related)

Residents in the King George VI Drive/Woodland Avenue/Three Cornered Copse area have reported a number of issues that occur on matchdays when football matches are being played at the AMEX stadium, including:

- The residential streets in the area are being used for parking by supporters to access the bus network across Dyke Road Avenue to get to the AMEX with many instances of bad parking in the area, which also leaves local roads cluttered and residents unable to park;
- Rubbish is being dropped and left behind in the area on match days, particularly in the Three Cornered Copse, leaving the area in a bad state for several days.
- There has been a recent occasion where offensive graffiti was painted on a garden wall on the day of the Crystal Palace match, upsetting the affected residents and the Residents' Association.

I have had the graffiti removed; however it does seem that the Council needs to put in place a plan to deal with this growing problem.

Can the Council advise:

- a) Does Brighton and Hove Albion FC have a community liaison officer that could liaise with the local Goldstone Valley Residents' Association on issues such as this?
- b) Will the Council proactively work with the local Goldstone Valley Residents' Association and Brighton and Hove Albion FC to investigate this issue and put in place a plan to ensure that it stops occurring in the area on match days?

Reply from Councillor Osborne / Powell, Joint Chair of the Tourism, Equalities, Communities & Culture Committee

The Council works closely with partners across the city to tackle crime and anti-social behaviour through its Community Safety Partnership.

Council Officers have contacted Sussex Police, who work closely with the AMEX stadium, to discuss the issues raised by Goldstone Valley Residents Association.

Sussex Police advised Council Officers that they will check these areas while matches are being played and address any cars that are parked illegally, resources permitting. They will also contact Goldstone Valley Residents Association in the first instance to see how they can help local residents.

Council Officers have responded to a request to remove offensive graffiti from the area. Officers have done this and will continue to respond to requests from residents.

Council Officers will monitor the issues raised by the residents' association through its Safety Advisory Group.

(26) Councillor Miller

Budget measures progress

Can the Chair provide an update on the progress of the following Budget measures, agreed to at the City Budget in March 2021:

- a) £0.080m capital investment for the upgrade and refurbishment of seafront shelters
- b) £0.008m revenue to create a capital pot of £0.104m for the climate assembly action plan.
- c) £0.075m funding to remove, for a period of 3 years, the £0.025m savings proposals in the Schools Standards and Achievements service as shown on page 85 of the agenda to support post Covid recovery and attainment in schools.

Reply from Councillor Mac Cafferty, Leader of the Council

Thank you for question about the progress of budget measures. Regarding seafront shelters, officers are currently assessing the condition of all of the shelters along the promenades in Brighton & Hove to identify which are most in need of refurbishment. The funds will be spent in the next financial year on

specific shelters to allow for identified remedial works to be completed within the budget available.

Regarding the additional capital pot for Climate Action, this sum was part of an All-Party amendment which provided additional funding for the overall Climate Action Fund which now stands at £1.404 million. The plans for deploying the fund were set out in a report to the 1st July Policy & Resources Committee last year. The overall budget was allocated across a number of new workstreams including the development of Low Traffic Neighbourhoods, mobility hubs and a Liveable City Centre. These therefore now form part of the council's overall Transport capital programme which contains a number of priority areas for investment and requires additional officer time and consultancy expertise to progress them alongside existing commitments. The programme is currently being mobilised and progress on each project will be reported to committee when they reach an appropriate point in their development."

Regarding Schools Standards and Achievements, I can confirm that the All-Party budget amendment has indeed been used to remove the proposed saving for 3 years, thereby maintaining the budget at its current level.

**(27) Councillor Bagaeen
Getting the Council back to work**

What Covid rate would the administration and council leadership consider a reasonable rate that would convince them to get back to the town halls and back to work?

Reply from Councillor Mac Cafferty, Leader of the Council

I find this an extraordinarily misinformed question. Aside from a very small number of city council staff who were furloughed for a relatively short time, all our staff have been at work over the last 2 years unless they have fallen sick or had to isolate. And even then, many of our staff who have tested positive for Covid and may have fallen unwell or felt under the weather have continued to work from home using the technology we have deployed at pace.

What we have done is to follow the scientific, public health and health and safety advice from the government about how to make our customers and clients safe and how to keep our staff safe so that they don't fall ill or pass the virus on to others. We have followed the government advice; we have worked with our staff and our Trade Unions to make these arrangements work.

This question has been submitted by a Conservative Party councillor in the same when the Conservative Party Prime Minister of the United Kingdom is under police investigation for claiming to work while he was hosting dozens of parties in Downing Street at the height of lockdown. The Sue Gray report published earlier this week told us there was a 'failure of leadership' at the very top of the Conservative government. I know that I am clear who has been hard at work throughout this pandemic and who has not.

(28) Councillor Bagaeen

Hove Park

At the previous meeting on 16 December, in response to my Oral question, the Leader of the Council indicated that he would provide an answer in writing to me.

This answer has yet to be provided.

Please could this written response now be provided?

Reply from Councillor Mac Cafferty, Leader of the Council

On three separate occasions, you have tried to ask technical questions during oral questions. Oral questions must relate to general policy. This is laid out in 9.8 of the council's constitution which states that "Oral questions shall relate to matters of general policy only. Questions of a technical or purely operational nature may be disallowed..." Those rules apply to all councillors without exception.

In relation to your question. There are a number of sources for funding capital/infrastructure investment in the city. Decisions on where capital investment is spent are normally made at Policy and Resources Committee against agreed strategies and priorities.

A different route for investment in local infrastructure is through developer contributions which are secured to mitigate the impact of new development. Before October 2020, these were secured through a s106 agreements. The amount of money secured through s106, received, held and spent are now reported annually through the Infrastructure Funding Statement. This has been published on the website every December since 2020 and is available to view.

The priorities for infrastructure investment, in response to development to 2030 in the city, are identified in the City Plan (Parts 1 and 2). The Plan also aims to deliver city council strategies and plans.

More detail of the infrastructure needed is set out in the Infrastructure Delivery Plan (IDP). The updated IDP, which was agreed at TECC Committee on 25 November, sets out the infrastructure needs for the city to 2030. It indicates the funding required, secured and the funding shortfall. This includes priorities in Hove Park and all wards.

Community Infrastructure Levy (CIL - a tariff on specified types of development including residential), introduced in October 2020, sits alongside s106 and helps pay for strategic infrastructure (70-80% of CIL). This de-couples the infrastructure provided via the CIL pot from its direct relationship/proximity to the development. As agreed in the CIL Governance arrangements (approved in June 21) strategic infrastructure needs to be listed in the updated Infrastructure Delivery Plan (IDP) for bids to be successfully made and agreed by P&R Committee.

The CIL Neighbourhood pot is another source of funding toward smaller scale improvements and infrastructure. It can be spent on revenue as well as capital schemes. This represents 15% of the CIL pot generated within the ward. If the

area has a 'made' Neighbourhood Plan this will increase to 25%. All community groups and residents can bid for money, but it needs to be agreed by two ward councillors for it to go forward to TECC Committee for approval.

**(29) Councillor Nemeth
Beach Hut Licence Fee**

What consultation was carried out with Hove Beach Hut Association, which exists to ensure a great working relationship between the Council and hut owners, over the proposed 10% licence fee rise?

Reply from Councillor Osborne / Powell, Joint Chair of the Tourism, Equalities, Communities & Culture Committee

The annual fees and charges for Sport & Leisure services are initially proposed by officers for agreement by elected Members. The proposed fees and charges for 2022/23 were presented to the TECC Committee in January where they were considered by members of the Committee and subsequently approved. The setting of fees and charges is a standard council function and there is no requirement to consult with the wide number of groups affected. Therefore, the Hove Beach Hut Association were not invited to comment on the licence fee increase.

**(30) Councillor McNair
Loss of trees in Braypool Lane**

Trees suffering from Dutch Elm disease were recently felled in Braypool Lane, Patcham, seriously affecting residents with increased noise and air pollution. This loss of trees has not only affected residents' health but also their mental health and security, with graffiti artists now targeting their properties. National Highways and Kier have been very forthcoming in trying to listen and help residents replace their trees, which we are very grateful for. However, residents feel the Council could also help with this dire situation:

- a) Can the Council provide residents with a detailed map of land ownership of Braypool Lane and its surrounding area? This will reduce confusion between National Highways and the Council, and help residents ask the right body in matters such as this, expediting help.
- b) Can the council provide the report they sent last year to National Highways and Kier regarding the latest round of tree-felling in Braypool Lane?
- c) Can the council provide a detailed report of tree-felling and Health & Safety pruning plans over the next year for Braypool Lane residents, and Patcham & Hollingbury residents in general?
- d) Can the council assure residents that the Council will contact residents in good time, that is at least a month in advance, of any tree-felling, and not leave it to National Highways and Kier to do the messaging?
- e) Can the Council reassure residents that it will support them in their request for a sound barrier in Braypool Lane to reduce their noise and visual pollution?
- f) Can the Council assure residents than any trees felled on Council land will be replaced, and that the Council will support residents with requests for tree-replacement on land connected with National Highways?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Thank you for your questions. I am sorry to hear about the effect the loss of trees is having in Braypool Lane.

I will answer each of your questions in turn:

- a. Based on the mapping tools available to the council, it is believed that the trees belong to National Highways, previously known as Highways England.
- b. A report was not sent to National Highways or Kier. No reports are produced during elm disease season for associated works. In order to contain elm disease, infected trees are typically identified and removed as quickly as possible with a worksheet produced by the Elm Disease Coordinator showing location of trees and details of the trees to be removed. This is then issued to the team for removal – either the council's Arboriculture Team or a third-party contractor.

Braypool Lane works were arranged with National Highways during the elm disease season last year with affected trees marked up by the Elm Disease Coordinator.

The nature of the disease, recent disease levels, the number of trees at risk plus resource availability to manage this has impacted on the team's ability to communicate about the work that needs to take place.

City Parks acknowledge that there should have been better communication with residents and apologise that this did not happen. With the mass felling of hundreds of at-risk, difficult, dispersed trees each summer within a compressed timeframe by a small team, all dealt with by a small team, oversights are likely and again, we apologise for this.

- c. As present, no further felling is planned.

Areas of the city which fall within the remit of City Parks are allocated an inspection year which will yield tree works required. Until the inspections are completed it is not possible to predict the outcome in terms of work. Work is issued on a rolling basis once inspections for a locality are completed.

Ash Dieback clearance works for all council owned land continue, with sites being assessed and programmed in. There are no dates for any of the areas within Braypool, Patcham or Hollingbury as yet. This program is based on priority of works with respect to public safety and has only just begun. Until we have progressed further with this, it is not possible to provide certainty as to when works will begin for all parts of the city. Once it is clearer what work needs to be completed, information will be shared on the website, provided to ward councillors and local letter drops will be conducted once work dates are known.

Elm disease works can occur anywhere within the city, where there are elm trees, at any time between the months of April to September without any pre warning.

- d. The tree felling on Braypool Lane was complicated as some of the trees belonged to National Highways and were removed by them to prevent the trees from becoming hazardous to the high-speed road, as a result of council disease control alert.

During elm disease season, the council cannot commit to notifying of tree removal given the speed at which works need to be completed to stem the spread of the disease and the limited resources available, however we are working on this. City Parks do give notice for some works of greater significance, but there are no definite thresholds for this.

It is the council's aim to remove infected elm as quickly as possible, which can mean a turnaround time of a day or less in some cases. City Parks expect elm disease to further affect the land to the rear of Braypool Lane which will require potentially repeated visits to remove any remaining elm trees as they become a threat to the city. City Parks will notify ward councillors of elm infections in this area in future and include what the proposals. If tree work is actioned, City Parks can provide the dates of this work, although a months' notice cannot be guaranteed. Furthermore, if National Highways support is needed due to the proximity to the high-speed network, City Parks are dependent on them notifying all involved as to when they can carry out the work.

If non-elm disease related tree work is required, City Parks will notify residents if this impacts on the remaining cover between the A23 and their homes, but they do not notify for all tree works. Timings depend on the priority of the work as urgent health and safety works cannot be delayed. For less urgent works, appropriate notice should be possible.

The council cannot notify residents of National Highways tree maintenance works upon their land in this area as this is the responsibility of the landowner commissioning the works.

- e. It is not possible to answer this at the current time.
- f. Sadly, it is not possible to commit to replace every tree felled by the council.

Tree replacements depend on available funding and the viability of replanting at the same location. The timescales for doing this are affected by the large volume of replanting requests/opportunities that exist versus available resources.

The council's newly appointed Tree Planting Officer is looking at the annual net loss of street trees with a stump replacement scheme (on-going) and other tree planting schemes across the city. Locations where tree loss has occurred and where there is a detrimental impact, the Arboriculture Team can assess the viability of replanting and work with community groups, such as CPRE and Plant Your Postcode, residents and ward councillors to find solutions and funding for specific locations.

Investment has also been made through the cross-party carbon neutral members working group to consider the importance of tree planting.

(31) Councillor Wilkinson

Nottingham City Council has had a Workplace Parking Levy since 2012. This has raised more than £64m towards sustainable travel. Nottingham now has the highest public transport use rates in the whole of Britain, something that has contributed to taking the equivalent of 2.5 million car journeys off its road networks every year. Not only has this resulted in a 33 per cent fall in carbon emissions, but it has also led to more businesses wanting to locate their premises in Nottingham due to its improved environmental credentials. A number of UK cities are considering the introduction of a Workplace Parking Levy (WPL). These include Leicester, Bristol, Reading, Oxford and Birmingham. In London, it is hoped that introducing WPLs will contribute to the city's goal of ensuring 80% of journeys are made through walking, cycling or public transport.

Does the Administration have any plans to introduce a Workplace Parking Levy in Brighton and Hove and if not, can it do so in order to fund sustainable travel and/or public transport initiatives in the city?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Thank you for your question, Councillor Wilkinson. I note you reference Bristol – however this met with opposition from some members of the Labour group there, who called it a ‘tax rise on working people,’ and pushed the motion into the long grass, so it’s fair to say there are challenges around this.

The recent consultation that has been undertaken on the ‘direction of travel’ document for the council’s next Local Transport Plan set out the Vision and overall Outcomes that we want to achieve.

These outcomes are comprehensive and include increasing public transport use, using technology to reduce the need for travel, creating welcoming and safer streets, and reducing car use. There are many ways of achieving these outcomes and a Workplace Parking Levy is one of many possible measures that could help to reduce car use and it was included as a possible intervention. The scheme in Nottingham was included as an example of how that particular scheme works.

The response to the Local Transport Plan consultation will be reported to the March ETS Committee and this will inform the development of a full and draft Local Transport Plan which will then be available for consultation in the future. We are also awaiting the publication of Government guidance to inform the content of the document.

The development of any new measures that are identified at this stage to help meet the plan’s outcomes will require feasibility studies and business cases and, if progressed, this would be followed by wide ranging engagement, consultation and partnership working with residents, communities, businesses, and transport operators and providers, and organisations outside of the

transport sector. Such measures will be reviewed during the lifetime of the new transport plan which will look ahead to the next 10 years.

We also need to balance Workplace Parking Levy options against the changing nature of work; shifts in commuting and to understand the prevalence of large-scale employers in the city where this would have the most impact. Plans for the city's transport infrastructure as set out in the LCWIP also look at how we can reduce reliance on driving into the city for work overall, so any funding tethered to an expectation of parking demand would have to be explored.

(32) Councillor Wilkinson

Back in January 2021, The ETS Committee noted analysis and outcomes of initial feasibility work on creating a Liveable City Centre and expanded Ultra Low Emission Zone (ULEZ) options for the city. It agreed that it should be developed further through more detailed, quantified assessments, which will include the development of business cases and plans for engagement and consultation to identify preferred options for each project.

- a. What progress has been made with this and are there any plans for an expanded ULEZ to cover the whole city for all vehicles and not just buses?
- b. Will the administration explore initiatives to introduce differential parking charges for vehicles emitting higher levels of pollution?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

Officers are continuing to work on a considerable number of committee priorities and requests for work on transport issues. A number of these require additional officer time which is currently being reviewed in order to ensure that there is sufficient resource to manage these projects effectively and develop them further. Exploring an expanded ULEZ, which would be expected to include all vehicles in order to maximise the potential benefits, is one of these workstreams. Progress will be reported to committee later this year.

Regarding differential parking charges, as an amendment to the Fees & Charges report that was presented to the ETS Committee on the 18th of January it was agreed that officers would investigate the options on differential parking for paid parking for high emission vehicles. This will be presented in a report to the ETS Committee later this year to allow members of the Committee to agree the way forward.

(33) Councillor Wilkinson

Brighton and Hove's first climate assembly brought together a representative group of the city's population to explore how we combat climate change over the next decade. The first session looked at Transport and will be used to inform our carbon neutral programme and our approach on how to make transport work for everyone in the city, reduce carbon emissions and address the climate emergency.

Will the Administration be holding any further sessions on other important topics related to the climate emergency?

Reply from Councillor Mac Cafferty, Leader of the Council

The Carbon Neutral Members Working group – an important cross-party initiative set up in response to the Climate emergency – is a key forum for discussion of these issues. It's certainly our view that a follow up second climate assembly should take place as resident engagement and involvement in decisions that can both bring down our carbon emissions and increase the wellbeing of our city is crucial. Transport – the focus of the initial Climate Assembly – is just one part of the picture regarding how we bring down emissions and was a key issue to address as the council has a say in local transport issues through development of local transport infrastructure, depending on the budgets and resources available.

What's more, the council only has direct control of a very small percentage of the city's overall emissions, so we'll need more engagement to tackle the challenges we face.

As you'll be aware we had support from IPSOS Mori and Sortition in the independent selection of the residents who participated and helping to ensure external facilitation and writing up of the report. Our current aim is to reconvene the advisory group of partners, who we believe are really important partners who could take a key role supporting us in identifying a suitable topic area for a CA2, and one that both the council but also partners have within their control to influence.

(34) Councillor Wilkinson

Can the Administration provide details of missed collections of refuse and recycling across Brighton and Hove on a ward-by-ward basis for the last year?

Can you supply reasons for missed collections and how the missed collections were remedied?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

It is possible to provide the number of missed refuse and recycling collections on a ward-by-ward basis. However, this will take a considerable amount of time to compile through matching postcodes of reported missed collections and identifying their corresponding ward. We do not have officer capacity to complete this task.

It is not possible to supply the specific reasons for individual missed collections. Missed collections may be due to issues with access, staff shortages due to covid or other absences, issues in obtaining agency staff or vehicle breakdowns.

It is not possible to supply an explanation for how specific missed collections were remedied.

The reason it is not possible to supply this information is because, due to years of under investment by previous Administrations, Cityclean does not have a comprehensive system that captures and manages such information. The service is reliant on bits of paper and word of mouth. This is why we have committed investment in a waste management system.

(35) Councillor Wilkinson

Can the Chair inform me if the council is currently in a contract to supply gas and if so, who that contract is with? When did it begin and when will it expire? If the council is in a gas supply contract, is it based on brown gas or the more expensive, environmentally friendly green gas?

Reply from Councillor Davis / Heley, Joint Chair of the Environment, Transport & Sustainability Committee

The council's contract is with Total Energies (Formally Total Gas & Power) via the Crown Commercial Services Energy Supply framework.

This contract and decision regarding supply was considered and approved under the on 11th July 2019 at a meeting of Policy & Resources committee.

Contract Start Date: 01/10/2020, Contract Expiry Date: 30/09/2024.

A recommendation in this report was to evaluate the comparison prices between an 100% Green tariff and a Brown tariff and make a value for money decision on the affordability of Green energy within existing energy budgets. All gas secured to date is currently not 'green' as there was a limited supply which was deemed prohibitively expensive at the time.

Gas prices are experiencing constant fluctuations at present. We will however enquire about the availability of green gas and carry out a robust comparison of costs when the prices refresh every 12 months in April.

(36) Councillor Wilkinson

How many affordable or social homes to rent have been approved across the city on a ward-by-ward basis over the last year through the planning process, and how many of these have been built?

Reply from Councillor Gibson / Hugh-Jones Joint Chair of the Housing Committee

The table below sets out affordable housing consented in the last monitoring year 2020/21 for which data is available. None of the units are built yet – implementation and build out of consented schemes is normally 2/3 years depending upon the scale of the scheme.

Number of Affordable Homes Consented by Ward 2020/21

Ward	Affordable Homes
Goldsmid	16

Hove Park	92
Moulsecoomb And Bevendean	30
South Portslade	146
Wish	2

(37) Councillor Wilkinson

The number of people sleeping rough in the UK has multiplied since 2010. Shelter revealed 274,000 people were homeless in England alone in December 2021.

But in Finland’s capital Helsinki, rough sleeping has been almost eradicated thanks to a groundbreaking scheme. There is a principle that Finnish local authorities must stick to – at least a quarter of homes within each housing project must be genuinely affordable. Brighton and Hove City Council must be brave enough to follow this example.

What is the administration currently doing to eradicate homelessness in Brighton and Hove and in doing so explaining the plans they are making to get families out of temporary accommodation?

Reply from Councillor Gibson / Hugh-Jones Joint Chair of the Housing Committee

Alleviating homelessness and rough sleeping is a key priority in our Housing Committee Work Plan. We have taken the following steps that demonstrate our commitment to reducing rough sleeping and supporting positive outcomes for clients at risk of rough sleeping:

- Our Homeless & Rough Sleeper Strategy was approved by Housing Cttee in June 2020
- Our Homeless Reduction Board has been meeting since September 2020 and its role includes monitoring progress of the aspirations contained in the Homeless Bill of Rights and making recommendations to Housing Committee
- Homeless Reduction Operational Board met for the first time in July 2021 and includes people with a lived experience of homelessness .
- We have expanded Housing First: 60 homes are currently used for Housing First, including home purchase buy backs ; 13 homes have been bought for Housing First during the first half of 2021/22.
- We commission our Street Outreach - Change Grow Live (CGL) to work with street sleepers, our No Second Night Out accommodation commissioned through St Mungos & the Off Street Offer. The service offer includes referrals into statutory services, reconnection and reconciliations and involves collaborative work between Housing, Public Health, Community Safety and Adult Social Care.
- We have seen a reduction in rough sleeping. The official annual rough sleeper count for Brighton and Hove in November 2019 was 88. The most recent spotlight count of rough sleepers found only 9 people, which is the equal lowest number since the pandemic began.

In addition, our Housing Committee Work Plan commitments include:

- Provision of additional council homes. A total of 518 homes are projected for 2019 to 2023, including 270 already completed.
- Achieving 700 other additional affordable homes: A total of 1,036 homes (323 rent and 713 shared ownership) are projected for 2019 to 2023, including 145 already completed.
- Development of a strategy for the provision of council run temporary accommodation, including: our scheme at Hartington Road, 38 homes became ready in February 2021; 64 homes purchased under our home purchase policy are for temporary accommodation.

Our Housing Options Service prioritises early intervention and prevention in our efforts to reduce the number of homeless approaches. This involves supporting both landlords and tenants in order to retain existing accommodation, including rent support for arrears accrued over the Covid 19 period, and working with statutory agencies to prevent homelessness upstream. Move on from temporary accommodation is a priority workstream within the service, including options in the private rented sector – in the last financial year 396 households were successfully moved into affordable PRS accommodation suitable to their needs. In the three-month period to December, 55% of agreed permanent social housing lets through Homemove went to households in the Homelessness priority queue. We are also working closely with both Adult Social Care and Children’s Services in order to support their clients to move on positively from our temporary housing stock.

**(38) Councillor Grimshaw
School bullying**

There has been a posting on social media about the bullying of an autistic child at one of our local academy schools, it was very distressing to read. The school in question does not appear to be dealing with the matter and other parents commented that their child has also suffered bullying which has gone unchecked. What influence can BHCC have as the local authority on bullying issues within academies in our city?

Reply from Councillor Clare, Chair of the Children, Young People & Skills Committee

We were sorry to hear about this family has had this experience. Parents and carers are reminded that they can access case work support for bullying in school via the council’s Community Safety Team and that other information to support parents and carers can be found on the council’s website as part of the local offer [Parents and carers \(brighton-hove.gov.uk\)](https://www.brighton-hove.gov.uk). This information includes advice as to how to make a complaint if a family feels an education setting is not providing the support needed for children and young people with SEND.

Academies in Brighton & Hove are offered the same support as all other schools for safeguarding and anti-bullying, including an invitation to participate in citywide surveys and training events. The local authority could contact a school or academy if a concern was raised directly with them.. However, schools and academies are responsible for formulating and

implementing their own behaviour policies working within legal and guidance frameworks.

Community Safety Team - phone 01273 292735 or e-mail communitysafety.casework@brighton-hove.gov.uk