

Transport & Sustainability Committee

Date: **6 July 2023**

Time: **4.00pm**

Venue: **Council Chamber, Hove Town Hall**

Members: **Councillors:** Muten (Chair), Wilkinson (Deputy Chair), Davis (Opposition Spokesperson), Asaduzzaman, Bagaeen, Galvin, Loughran, Miller, Pumm and Robinson

Contact: **John Peel**
Democratic Services Officer
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Date of Publication - Wednesday, 28 June 2023

AGENDA

Part One

Page

PROCEDURAL MATTERS

7 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.

8 MINUTES

7 - 10

To consider the minutes of the meeting held on 21 June 2023.

Contact Officer: John Peel

Tel: 01273 291058

9 CHAIRS COMMUNICATIONS

10 CALL OVER

- (a) Items 14 – 18 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.

11 PUBLIC INVOLVEMENT

11 - 18

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 30 June 2023;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 30 June 2023.

12 ITEMS REFERRED FROM COUNCIL

19 - 20

To consider items referred from the last meeting of Full Council held on 30 March 2023

13 MEMBER INVOLVEMENT

21 - 22

To consider the following matters raised by Members:

- (d) **Petitions:** To receive any petitions;
- (e) **Written Questions:** To consider any written questions;
- (f) **Letters:** To consider any letters;
- (g) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

14 CONSTITUTIONAL MATTERS: TRANSPORT & SUSTAINABILITY COMMITTEE

23 - 28

Report of the Executive Director, Governance, People & Resources

Contact Officer: John Peel

Tel: 01273 291058

Ward Affected: All Wards

15 CYCLE HANGARS - REVIEW AND RECOMMENDATIONS FOR FUTURE MANAGEMENT

29 - 42

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Tracy Beverley

Tel: 01273 292813

Ward Affected: All Wards

- 16 ROTTINGDEAN HIGH STREET AQMA PROJECT** **43 - 50**
Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Matthew Thompson Tel: 01273 293705
Ward Affected: Rottingdean & West Saltdean
- 17 PARKING SCHEME UPDATE REPORT** **51 - 70**
Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Catherine Dignan Tel: 01273 292235
Ward Affected: Moulsecoomb & Bevendean
- 18 SCHOOL STREETS - ETROS** **71 - 112**
Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Jazmine Hayes
Ward Affected: Preston Park; Queen's Park
- 19 ITEMS REFERRED FOR FULL COUNCIL**
To consider items to be submitted to the 20 July 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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Further information

For further details and general enquiries about this meeting contact John Peel, (01273 291058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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- Do not re-enter the building until told that it is safe to do so

Brighton & Hove City Council

Transport & Sustainability Committee

1.00pm 21 June 2023

Council Chamber, Hove Town Hall

Minutes

Present: Councillor Muten (Chair) Czolak, Davis (Opposition Spokesperson), Asaduzzaman, Bagaeen, Grimshaw, Miller, Pumm, Robinson and Thomson

Part One

1 PROCEDURAL BUSINESS

1(a) Declarations of substitutes

- 1.1 Councillor Grimshaw was present as substitute for Councillor Wilkinson.
- 1.2 Councillor Czolak was present as substitute for Councillor Galvin.
- 1.3 Councillor Thomson was present as substitute for Councillor Loughran.

1(b) Declarations of interest

- 1.4 There were none.

1(c) Exclusion of press and public

- 1.5 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).
- 1.6 **Resolved-** That the press and public not be excluded.

2 CHAIRS COMMUNICATIONS

- 2.1 The Chair provided the following communications:

“I wish to welcome all members and officers to the first meeting of the newly formed Transport and Sustainability Committee. The enormity of the agenda items on the former Environment, Transport and Sustainability Committee as held by recent former

administrations has meant that the proper attention to the full range of issues could not be held. Our environment is important. So, Labour has set up two committees to ensure proper focus and security can be achieved through the setting up on this committee and the City Environment, South Downs and the Sea Committee.

Thank you for attending this meeting at short notice. A need to review the A259 Hove Street to Wharf Road Active Travel Scheme has arisen; the contractor – RJ Dance (contractors) Ltd - is under contract and therefore we need to consider the proposals in this report as a matter of urgency to avoid ongoing costs. Therefore, this item should not wait until the next scheduled Transport and Sustainability Committee meeting on 6th July. I wish to thank officers who have managed to turn this around in a very short period to enable us to make our decision today.

The electorate of Brighton and Hove made a clear unambiguous choice on 4th May 2023. This city has put its faith in a party that listens; a party with vision and a party that sets out to restore basic services and deliver sustainable travel for all its residents. As Chair of the Transport and Sustainability Committee; I want show leadership in how we treat people. How we refer to each other. The polemic divisive and sometime toxic comments between people who chose to cycle and those who choose to drive has no place in our welcoming diverse city. As an administration, we want to give people genuine freedom of choice; encouraging environmental considerations in choices made and to bring about affordable ways we chose to travel safely around our amazing city. As such I look forward to our discussion regarding the report on our agenda today”.

3 PUBLIC INVOLVEMENT

No items of public involvement were received.

4 MEMBER INVOLVEMENT

No items from Members were received.

5 A259 ACTIVE TRAVEL IMPROVEMENT SCHEME FOURTH AVENUE - WHARF ROAD

- 5.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that report provided an update on the A259 Fourth Avenue to Wharf Road Active Travel Scheme and made recommendations on how to proceed. This follows a request by the Administration to review the whole of the seafront pedestrian and cycle provision between West Street and Wharf Road. The aim is to further enhance the road layout to better support all road users including pedestrians and cyclists, by creating a bi-directional cycle lane for the whole route.
- 5.2 Councillors Davis, Bagaeen, Robinson, Pumm, Miller, Grimshaw, Asaduzzaman and Czolak asked questions and contributed to the debate of the report.
- 5.3 Councillor Davis moved a motion to request a recorded vote on the recommendations.
- 5.4 Councillor Bagaeen formally seconded the motion.
- 5.5 A recorded vote was undertaken with the following outcome:

Recommendation 2.1:

Councillor Asaduzzaman: For
 Councillor Czolak: For
 Councillor Miller: For
 Councillor Thomson: For
 Councillor Pumm: For
 Councillor Robinson: For
 Councillor Grimshaw: For
 Councillor Bagaeen: Against
 Councillor Davis: Against
 Councillor Muten: For

Recommendation 2.2:

Councillor Asaduzzaman: For
 Councillor Czolak: For
 Councillor Miller: For
 Councillor Thomson: For
 Councillor Pumm: For
 Councillor Robinson: For
 Councillor Grimshaw: For
 Councillor Bagaeen: Against
 Councillor Davis: Against
 Councillor Muten: For

Recommendation 2.3:

Councillor Asaduzzaman: For
 Councillor Czolak: For
 Councillor Miller: For
 Councillor Thomson: For
 Councillor Pumm: For
 Councillor Robinson: For
 Councillor Grimshaw: For
 Councillor Bagaeen: Against
 Councillor Davis: Against
 Councillor Muten: For

Recommendation 2.4:

Councillor Asaduzzaman: Against
 Councillor Czolak: Against
 Councillor Miller: Against
 Councillor Thomson: Against
 Councillor Pumm: Against
 Councillor Robinson: Against
 Councillor Grimshaw: Against
 Councillor Bagaeen: For
 Councillor Davis: For
 Councillor Muten: Against

5.6 Therefore recommendation 2.1, recommendation 2.2 and recommendation 2.3 were carried. Recommendation 2.4 failed.

5.7 Resolved-

- 1) That the Committee agrees to redesign the A259 Fourth Avenue to Wharf Road scheme.
- 2) That the Committee notes that significant additional funding will be required to redesign and deliver the final scheme. The final scheme design and funding requirements will be subject to a further report to this committee, including funding sources such as other external grant or reallocation of the Councils Programme.
- 3) That Committee delegates authority to the Executive Director, Economy, Environment & Culture to take all steps necessary to terminate the current call-off Contract for the A259 Fourth Avenue to Wharf Road Active Travel Scheme and notes the financial implications of both the stand-down charges and termination fees as detailed in section 7 of this report.

6 ITEMS REFERRED FOR FULL COUNCIL

- 6.1 Item 5: A259 Fourth Avenue to Wharf Road Active Travel Scheme was referred to Full Council for information.

The meeting concluded at 2.30pm

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 11(a)

Subject: Petitions

Date of meeting: 6 July 2023

Report of: Executive Director for Governance, People & Resources

Contact Officer: Name: John Peel
Tel: 01273 291058
Email: john.peel@brighton-hove.gov.uk

Ward(s) affected: All

1. Purpose of the report 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

- 2.1 That the committee responds to the petition either by noting it or where it is considered more appropriate, calls for an officer report on the matter.

3. Context and background information

- 3.1 To receive the following petition signed by 23 people at the time of publication:

(1) Madeira Terrace Lift Bus Replacement Service

We the undersigned petition Brighton & Hove Council to request that a bus service is provided to take the less mobile residents of the Kemptown area down to Madeira Drive given that the Madeira Terrace Lift continues to be out of action until 2025 if not beyond. This could simply be a diversion of an existing bus service such as the 52. This concept of a small diversion in an area well supplied with buses is affordable and practicable. We ask to take part in discussions regarding this between members of the Committee and our bus service providers.

The 52 bus, for example, could pass along Upper Bedford St, College Place, St George's Road and Eaton Place to collect beachbound residents – and to deliver them back.

(2) Stanmer Street access trial

To receive the following petition signed by 10 people at the time of publication:

We the undersigned petition Brighton & Hove Council to temporarily

close Stanmer Street at the junction with Stanmer Villas (BN17HN). Access to the garages on Stanmer Street would still be available via Stanmer Park Road We firmly believe that this action would improve safety for both vehicles and pedestrians which is paramount for such a space designed for enjoyment of our community.

The full e-petition text can be found [here](#)

(3) Safe road crossing – Hove Cemetery / Old Shoreham Rd

To receive the following petition signed by 496 people at the time of publication:

We would like Brighton and Hove City Council to install a safe crossing near Hove Cemetery across Old Shoreham Road.

We're two mums living north of Hove Cemetery. On a daily basis we cross Old Shoreham Road by Hove Cemetery with our young children and find it an extremely dangerous and frightening task. If you are familiar with the road, you have to cross four lanes of traffic, that is often going over the 30mph speed limit. There is no safe island to cross halfway.

This safe crossing can be used by the multiple school children, families and bikes that use this route on a daily basis. The cut-through through Hove Cemetery is used by hundreds of people every day. Yet to cross safely you need to walk 500 meters in one direction to access a pedestrian crossing or 300 meters in the opposite direction. Therefore, hundreds of children take the risk of crossing this dangerous road every day.

(4) Gardener Street

To receive the following petition signed by 32 people at the time of publication:

We are writing as a community of businesses based on Gardner Street in the centre of the North Laines. We would like to start a discussion with yourselves, our respected councillors, about the permanent traffic order that has been imposed along Gardner Street.

Currently the road is closed to traffic Monday to Sunday 11am to 5pm. We would like to propose the road be pedestrianised during the times. With the permanent traffic order lifted between these times or taken away all together, we could have use of the road, leaving room on pavements and the road for pedestrians.

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 11(b)

Subject: Written Questions

Date of meeting: 6 July 2023

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public:

(1) Parking cards- Susan Gorman

Can residents and visitors buy a scratch card type pay to park card, to be used in pay to park bays? This will do away with the need for technology and can be purchased in advance and scratched off to show date, time, zone etc. This will be a more inclusive solution and can be used alongside the app and account system

(2) Bus diversion- Greg McTaggart

I live on Montpelier Road and am amongst those most severely impacted by the Western Road bus diversions. In correspondence with the former and current Regency Ward councillors they talk of “considering the views of stakeholders”. There seem to me five primary stakeholders – residents on the diversion, other residents, B&H buses, RJ Dance and the Council. Please provide a list of stakeholder meetings held with each group since 9 January 2023, the date the diversion started.

(3) Greenways- Ben Carr

I am a farmer in Ovingdean producing food that is eaten by residents in the city. For years, crops in one of my fields have been damaged by people who stay in their camper vans on the road called Greenways and the problem is getting worse. Please could Greenways be designated a No Overnight Camping road or something else that is enforceable with fines?

(4) Net Zero 2030- Miranda Whelehan

Will the newly formed council stay true to the existing net zero by 2030 target, and if so what SMART (specific, measurable, achievable, realistic and time-bound) targets will be put in place with clear lines of designated responsibility for the implementation of these targets in order to rapidly reduce carbon emissions over the next 4 years?

(5) Climate emergency- Hermione Berendt

Will the council seek to provide timely and transparent information to the public in public settings (i.e. beyond on the council's own website) on the declared climate emergency, co-develop more ambitious plans with the numerous willing local community groups and collaborate with these groups to implement its carbon reduction plan, and if not why not?

(6) Carbon reduction- Martin Gardener

Has the council fully costed its carbon reduction plans, has funding for its plans been sourced and ringfenced, and will the annual Sustainability and Carbon Reduction Investment Fund (SCRIF) be spent on supporting the installation renewable energy in households struggling with the cost of living crisis or in support of persons/groups particularly vulnerable to climate change impacts, or if not what will it be spent on and why?

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 11(c)

Subject: Deputations

Date of meeting: 6 July 2023

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.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

1) Deputation: Further traffic calming measures requested for Franklin Road

Summary

Significant traffic calming measures are requested for Franklin Road, particularly at the junction with De Montfort Road and the top-end junction with Wellington Street.

Background

This request is being made by Lower-North-East-Hanover Residents which is a group that provides a forum where residents in our local area can meet to discuss and improve our local neighbourhood. The area covered by our group is shown in the map in Annex 1.

An issue that is consistently raised in this forum is the problem caused by cars travelling fast along Franklin Road which is used as a rat-run by through traffic to avoid the traffic lights and congestion at the bottom of Elm Grove. The first problem point is the wide junction with De Montfort Road where cars sweep round travelling to and from Elm Grove. This can make crossing the wide roads at this point difficult, particularly for the elderly. Also, this is a place used by children to cross the road on the way to-and-from William Clarke Park and Fairlight and St. Martins Schools (for example, see the submission we have had from a resident of De Montfort Road shown in Annex 2). A second problem point is the extra traffic at the junction with Wellington Street at the top of Franklin Road. Visibility on this corner is poor and the traffic creates problems for disabled visitors to the Wellington House Day Centre situated on this corner (for example see supporting letter from the manager of the Day Centre in Annex 2).

On 18th January 2022, the Lower-North-East-Hanover-Residents (LNEHR) group made a deputation to the ETS Committee to be included as part of the LTN being considered for the Hanover area. A major motivation for this deputation was to tackle the problems mentioned above, which might be exacerbated by extra traffic using Elm Grove following an LTN introduction. The simple solution then proposed (as part of the LTN trial) was a trial road closure on Franklin Road, just below the junction with Wellington Road. However, this proposal was strongly opposed by certain local residents who felt this would limit their flexibility and local travel options by car.

However, at meetings of the LNEHR group, there is universal support for some form significant traffic calming measures to address the problems mentioned above.

Request

Please could the Council consider suitable and cost-effective traffic-calming measures to inhibit and control the use of Franklin Road by through traffic.

The North-East Hanover Residents group will be happy to discuss any proposals with the Council and give any assistance we can with their introduction.

Supported by:

Nicholas Wells (Lead Spokesperson)

Vanessa Cox Pendray

Marian Brooker

K. Isaksen

S. Isaksen

Camilla Gauge

Mark Jubber

Iain White

Pamela Nickels

Deniz Birkan

Clinton Cousins

James Morris

Supporting Information

Annex 1: Map of Area



Letter 1: from a resident of De Montfort R

49 DE MONTFORT ROAD LIVEABLE NEIGHBOURHOOD SUBMISSION

As a resident of the above address in the Elm Grove area of Brighton I have often found the traffic flow surrounding my house to be problematic. De Montfort Rd. is used as a cut-through to avoid the traffic and traffic lights at the corner of Lewes Rd. and Elm Grove. Cars speed around the corner of Franklin and De Montfort Rd and along the road in haste to access Elm Grove – even though there are speed bumps. As we are near the corner of the Franklin and De Montfort Rd, my 9-year old twins and I often stand near the corner and attempt to cross the road. This endeavour is made dangerous by the speed of cars and trucks whipping around the corner and into De Montfort, and exacerbated by at least half of the motorists not indicating before they turn. So we look down Franklin Rd., see a car, it isn't indicating so we start to cross, THEN suddenly it whips around and is on top of us. I find this very dangerous especially as my one child has Down Syndrome and isn't consistent with his danger awareness. This busy corner not only affects my household, but also all the parents in the area and especially those at the two nearby schools Elm Grove and Fairlight as this junction is used frequently as the route to William Clarke Park (the Patch). After school on most days many families are crossing at this point, and later on, kids running down Picton Street towards the junction. This area would dearly benefit from some traffic calming measure – like Copenhagen crossings – or for De Montfort Rd to be made one-way access so that cars could only exit from De Montfort into Franklin. This would cause the traffic to avoid this area or to join Elm Grove by continuing up Franklin Rd and into Wellington St where there are far few houses and these are side on to the street.

MARK JUBBER

49 DE Montfort Road

07904430709

mark@southunion.co.uk

oad

Letter 2: From the Manager of the Wellington House Day Centre

In support of the Lower North East Hanover Residents bid for a Liveable Neighbourhood

Wellington House Day Service for adults with learning disabilities has been in operation on this site for over 30 years and as such it plays a significant part in the local neighbourhood. We support people with a range of physical and learning disabilities and autism to access the community, develop independent skills and provide a range of activities suited to their needs and aims. Having an accessible, clean and pleasant neighbourhood would support us in being a more visible and included part of that neighbourhood which in turn would allow us and the people that attend to contribute their strengths, skills and value to the community.

As we work with a number of people with mobility issues as well as some who can struggle with road safety being situated where we are can be challenging. The hill up Elm Grove and Franklin Rd can be difficult for many people to manage, whilst assisting people in wheelchairs can be a physical risk to carers. Widening and improving the quality and level of the pavements would have a significant impact for the service users and staff. Providing seating areas would allow people who struggle to take a break whilst encouraging more community inclusion. Reducing traffic (particularly around Wellington Street and Franklin Rd) would help to make the area safer and less polluted. Being near to the 'Patch' we use this a lot but improved access into it would help massively as it can be quite difficult to negotiate in a wheelchair or with mobility issues so it prohibits many of our service users from going there.

Daniel Harvey
Day Options Manager
Wellington House

Email 3: From local resident

From: Anna [REDACTED]

Date: 5 May 2023 at 20:53:52 BST

To: lneh.residents@gmail.com

Subject: Franklin road

Hi,

I hope I am not too late.

i am very happy for Franklin road to be closed to cars and us having a pedestrian area.

It affects De Montfort road a lot, cars cut the 'corner' drive sometimes dangerously fast.

My daughter-in-law was almost hit by one last week.

Thank you

Anna [REDACTED]
[REDACTED] De Montfort road
Brighton
[REDACTED]

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 12(a)

Subject: Petitions referred from Full Council

Date of meeting: 6 July 2023

Report of: Executive Director for Governance, People & Resources

Contact Officer: Name: John Peel
Tel: 01273 291058
Email: john.peel@brighton-hove.gov.uk

Ward(s) affected: All

1. Purpose of the report and policy context

1.1 To receive petitions presented at the Full Council meeting held on the 30 March 2023.

2. Recommendations

2.1 That the committee responds to the petition either by noting it or where it is considered more appropriate, calls for an officer report on the matter.

3. Context and background information

3.1 To receive the following:

Petitions

1) **Improve the Bus Service to Bevendean**

We call on Brighton & Hove Bus company and Brighton & Hove City Council to improve the frequency, reliability and quality of the 48 bus service.

Residents in Bevendean are fed up waiting for the 48. When an already infrequent bus is cancelled at the last minute, it can lead to loss of earnings, cancelled job interviews, fines for missing appointments, and absences from education. On top of all of that, the buses that do turn up often seem to be the oldest and worst performing in the city.

We request that Brighton & Hove Bus company;

Increases the frequency of the 48 bus to every 15 minutes (4 buses per hour) during the working day.

Makes a commitment to prioritise drivers for this route, and therefore reduces the number of cancellations.

Assigns newer and high quality buses to this route.

We further call on Brighton & Hove City Council to support these demands and ensure that the bus company are providing a decent bus service for all residents, irrespective of where they live.

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 13(b)

Subject: Member Questions

Date of meeting: 6 July 2023

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from Members:

(1) Councillor Fishleigh- Valley Gardens Phase 3

Will BHCC be re-considering the approved plans for Valley Gardens 3 and what is the current cost estimate?

(2) Councillor Fishleigh- Speed Cameras

How much does it cost to install and maintain a speed camera, and what advice would you give to residents who would like to see more of these on roads where traffic routinely breaks the speed limits?

(3) Councillor Fishleigh- Parking Meters

How will people who don't have mobile phones be able to use parking meters in the city?

(4) Councillor Fishleigh- Parking Meters in Rottingdean

The two car parks in Rottingdean don't have very good phone reception as they are in a valley so people won't be able to use the app or call to pay to park. What will the alternative be?

(5) Councillor McNair- Pedestrian Crossings

Do you know when the s106 money (£18014) set aside for a vital pedestrian crossing in Winfield Avenue, a location close to a primary school and known for its speeding vehicles, will be used?

(6) Councillor Earthey- Excessive cycle speeds

What steps can be taken to enforce the speed limit along the undercliff between the Marina and Saltdean to stop cyclists travelling at excessive speeds, and endangering pedestrians?

(7) Councillor Earthey- Excessive e-scooter speeds

What steps can be taken to prevent e-scooters from speeding along the same undercliff and endangering pedestrian?

(8) Councillor Earthey- Signage

Is it possible to put very clear signage up at either end of the Undercliff to encourage cyclists who wish to travel from the Marina to Saltdean and beyond to use the cliff-top cycle path as the preferred through-route?

(9) Councillor Earthey- Signage

Is it possible to erect no-cycling signs and barriers at the three cafes (Ovingdean Café, Molly's, and The Whitecliffs Café) to protect the food/drink queuing and seating areas from cycles and e-scooters?

(10) Councillor Earthey- Wardens

Can BHCC offer occasional patrols from cycle or undercliff 'wardens' at peak times to enforce restrictions (we have litter wardens, but no 4-year old child ever got put in hospital by the dropping of litter).

(11) Councillor Davis- A259

Can the Chair update the committee on the progress of the A259 report and give a cost to date on the contractors fess?

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 14

Subject: Constitutional Matters

Date of meeting: 6 July 2023

Report of: Executive Director, Governance, People & Resources

Contact Officer: Name: John Peel
Tel: 01273 291058
Email: john.peel@brighton-hove.gov.uk

Ward(s) affected: All

For general release

1. Purpose of the report and policy context

1.1 To provide information on the committee's terms of reference and related matters including the appointment of its Urgency Sub-Committee.

2. Recommendations

2.1 That the committee's terms of reference, as set out in Appendix 1 to this report, be noted; and

2.2 That the committee agrees to establish 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.

3. Context and background information

3.1 Article 6 of the constitution, incorporates a schedule of all the Committees/Sub-committees established in the constitution together with a summary of their respective functions.

The Transport & Sustainability Committee– Terms of Reference

3.2 A copy of the terms of reference for the committee is attached in Appendix 1. These should be read in the context of the 'Introduction and General Delegations' included in the Scheme of Delegations to Committees and Sub-Committees at part 4 of the constitution.

Membership

3.3 The membership of the committee is set at 10 Members of the council.

- 3.4 The arrangements for substitute Members to attend meetings of Committees/Sub-Committees, are set out in the Council Procedure Rules 18.14 to 18.25.

Programme Meetings

- 3.5 Ordinary meetings of the Transport & Sustainability Committee are scheduled to take place on the following dates during 2023/24:

6 July 2023

TBC

TBC

TBC

TBC

- 3.6 Meetings of the Committee will normally be held at Hove Town Hall and will start at 4.00 p.m.

Urgency Sub-Committee

- 3.7 The Constitution states that each Committee of the Council except the Audit & Standards Committee may appoint an Urgency Sub-Committee to exercise its powers. The membership of such Urgency Sub-Committee shall consist of the Chair of the Committee, and two other Members nominated by the Group Leader or Leaders as appropriate to meet the requirements for the allocation of seats between political groups. Under current allocations this would mean an urgency sub-committee will consist of two Members from the Administration and one Member from the Official Opposition on the Council.
- 3.8 Such Urgency Sub-Committees may exercise their powers in relation to matters of urgency on which it is necessary to make a decision before the next ordinary meeting of the Committee. Every decision of each Urgency Sub-Committee shall be reported for information to the next ordinary meeting of the Committee as appropriate.

4. Analysis and consideration of alternative options

- 4.1 The council's constitution provides for the appointment of the sub-committees and urgency sub-committees and it is for the Committee to determine this action and it could decide not to make such appointments. However, this would be contrary to the wishes of the council and is not therefore regarded as a viable alternative option.

5. Community engagement and consultation

- 5.1 All Members considered and approved the allocation of seats to Committees and Sub Committees and the Terms of Reference of new Committees on 25th May 2023.

6. Conclusion

- 6.1 The recommendations are being put forward in line with the requirements of the constitution.

7. Financial implications

- 7.1 There are no direct financial implications arising from the recommendations of this report. The financial implications of matters considered by the Urgency Sub-Committee will be included in reports to the Sub-Committee

Name of finance officer consulted: Jeff Coates Date consulted 06/06/2023

8. Legal implications

- 8.1 The Council's constitution complies with the legal framework set out in the Localism Act 2011, the Local Government Act 2000 and other relevant legislation.

Name of lawyer consulted: Alice Rowland Date consulted: 15/6/23

9. Equalities implications

- 9.1 There are no equalities implications arising from the report.

10. Sustainability implications

- 10.1 There are no sustainability implications arising from the report.

Supporting Documentation

1. Appendices

1. Transport & Sustainability Committee Terms of Reference

TRANSPORT & SUSTAINABILITY COMMITTEE

Explanatory Note

This Committee is responsible for the council's functions relating to highways management, traffic management and transport, parking and sustainability.

Delegated Functions

1. Traffic Management and Transport

- (a) To manage the provision of transport services for service departments including home-school transport and transport for social services;
- (b) To exercise the Council's functions in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport, the co-ordination of transport for service users and external partnerships connected to public passenger transport;
- (c) To consider and make decisions on rights of way issues where objections have been received and not withdrawn or otherwise resolved;
- (d) To consider and make decisions on proposed traffic regulation orders where either six or more objections have been received in and have not been resolved or one or more members have opted to 'call in' any proposal to make a traffic regulation order, whether or not any objection(s) have been received in.
- (e) To exercise the Council's powers regarding travel concessions.

2. Parking

To exercise the Council's functions in relation to parking, including on and off street parking and civil parking enforcement.

3. Highways Management

To exercise the Council's functions in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to highways, bridges, private streets and rights of way.

4. Sustainability

To co-ordinate the Council's role and response to cross-cutting sustainability issues such as reducing carbon emissions, projections of a changing climate locally, improving resource efficiency and developing sustainable energy.

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 15

Subject: Cycle Hangars Review & Recommendations for Future Management

Date of meeting: 6th July 2023

Report of: Executive Director, Economy, Environment & Culture

Contact Officer: Name: Tracy Beverley
Tel: 01273 293813
Email: Tracy.beverley@brighton-hove.gov.uk

Wards affected: All

1. Purpose of the report and policy context

- 1.1 At a Full Council meeting on 15th December 2022, and at a subsequent Environment, Transport and Sustainability (ETS) committee meeting on 17th January 2023, a report was requested detailing all elements of the cycle hangar scheme including criteria used for the placement of cycle hangars. This report outlines the cycle hangar project history and sets out options and recommendations for the future management of the project.
- 1.2 The Local Cycling & Walking Infrastructure Plan (LCWIP) states that the council will provide secure on-street cycle parking in residential areas and at destinations. The aim of the cycle hangars project is to provide access to safe and affordable cycle storage and encourage modal shift in line with the Local Transport Plan (LTP) as well as the LCWIP.

2. Recommendations

- 2.1 That Committee agrees to note the report and existing installation programme to complete the Cycle Hangar Scheme.
- 2.2 That Committee agrees for officers to negotiate a further two-year contract to enable a full financial evaluation and preparation of a Business Case to enable determination of alternative delivery models. See section 4 for further details.
- 2.3 That Members agree for a further report to come back to this Committee updating on progress with the scheme and with full details of any further financial implications and proposals for going forward.

3. Context and background information

- 3.1 In line with the aims of the LCWIP and LTP, and by way of launching the cycle hangars project, a survey was carried out in 2021 to determine demand for cycle hangars and residents' preferred locations. There were over 2,000

responses from residents, resulting in requests for hangars on 525 roads across the city.

- 3.2 A scoring matrix was developed, using the criteria of the number of requests from the survey, the type of property (flat or house), cycle storage at the property, propensity to cycle and levels of cycle theft in the area. All 525 roads have been scored on the matrix.
- 3.3 A report was presented to The Procurement Advisory Board on 26th July 2021. This included the evaluation of the routes to market for the installation, management, and maintenance of cycle hangars. Subsequently, the NHS 'Cycle Parking and Infrastructure Framework' was approved for this procurement.
- 3.4 Following the procurement process, a contract with Falco UK Ltd was initiated via the NHS Shared Businesses Framework agreement. Falco UK Ltd were awarded a two-year contract on 1st April 2022 to supply, install, manage and maintain cycle hangars at identified sites in Brighton & Hove.
- 3.5 Each cycle hangar provides space for 6 standard sized bicycles. There are currently 71 cycle hangars installed, providing 426 secure cycle parking spaces. If all 150 are installed, this would provide a total of 900 spaces. The rollout of the cycle hangars was paused in Autumn 2022 following a review requested at Committee on 15th December 2022. This report was requested to provide detail on all elements of the cycle hanger scheme, including details of exact criteria used to implement cycle hangar placements.

Current Management & Maintenance

- 3.6 BHCC currently have a two-year management and maintenance contract with Falco, which commenced on the 1st April 2022 and will run to the 31st March 2024. Under this contract Falco manage the 71 hangars installed to date, ensuring they are inspected every 6 months. Falco are also contracted to provide reactive maintenance if a fault is reported. Additionally, they are also storing 79 BHCC purchased hangars at their premises which can be installed if the recommendations in this report are approved. Falco are also managing an existing hangar and a large cycle cage in the city, installed by other suppliers. Both were part of previous cycle parking projects. These provide an additional 38 secure cycle parking places.
- 3.7 The management service of the contract provided by Falco includes the set-up costs and management of access to the hangars via an app or physical key. Any issues relating to these are currently dealt with by Falco.
- 3.8 The management and maintenance service provided by Falco is currently £20,000 per year over the 2-year contract duration, based on 100 cycle hangars. Subsequently a further 50 hangars were purchased at a cost of £221,888.
- 3.9 Falco receives the revenue from the spaces within the hangars that users pay for. This revenue is estimated to be currently £25,560 per year plus an additional £2,280 for the facilities covered in point 3.6.

- 3.10 'Ad-hoc' graffiti removal is not included in the Falco contract and is an additional project cost. This service is currently being provided by City Clean. To date £2,590 has been spent on graffiti removal.

Installed hangars, impact on Parking Revenue

- 3.11 Following site assessments, most cycle hangars are installed in vehicle parking bays on the road. Only ten have been installed at locations other than vehicle parking bays. The Council's parking team have calculated that the 71 cycle hangars installed in 2022 incurred an estimated parking revenue loss of £20,000. If the remaining hangars already purchased by BHCC are installed an additional annual parking revenue loss is estimated to be £26,000 per year. This amounts to £46,000 annually from 2023/24 and future years.

4. Analysis and consideration of alternative options

- 4.1 If officers did not proceed to implement the remaining cycle hangars, the council would need to terminate the contract with Falco resulting in a loss of approximately £306,560 for the uninstalled hangars. These have already been purchased. If the decision is not to go ahead and install these, there may be a possibility that officers can ask Falco to buy these back from the council, as they may be able to use them elsewhere.
- 4.2 The Council's current contract with Falco expires on the 31st March 2024, at which point the management and maintenance requirements for all cycle hangars expires.
- 4.3 Following initial discussions with Falco, we plan to negotiate a cost neutral management and maintenance contract subject to the installation of 150 cycle hangars. The rental income will go directly to Falco. This contract will need to be in place from the 1st April 2024, and will be subject to at least 100 cycle hangars out of the 150 being installed by then.
- 4.4 Under the newly negotiated contract, the council will be proposing that rental charges will be offered on an annual basis only and increased from £60 to £66 per year in 2024/25 and a further increase to £72 per space per year in 25/26. Falco would receive all of the revenue from rented spaces, which would cover all the costs for the management of the scheme, including website costs, administration costs, staffing costs and the license fees for the App used to access the hangars. The received revenue would also cover the twice-yearly planned maintenance visits, which include graffiti removal to each hangar and reactive maintenance costs for incidents less than the value of £499. (Costs over this amount are expected to be covered by the Council's insurance).
- 4.5 Once the cycle hangar programme is established at the end of the newly negotiated contract period proposed in this report, and a fully developed Business Case is developed, there may be an option to bring the maintenance and management 'in-house'.
- 4.6 An initial benchmarking exercise based on experience from The London Boroughs of Waltham Forest and Hackney has indicated that the potential revenue generated from managing cycle hangars in-house could cover costs

of future management and maintenance and may enable an annual income to be secured.

- 4.7 Further work is required to carry out a thorough assessment of the costs and bring forward a Business Case. Due to time pressures, this cannot be completed before the current maintenance contract with Falco terminates on 31st March 2024. Therefore, it is recommended that a new 2-year contract with Falco is negotiated, which will enable a thorough review of an in-house option to be carried out. If this is deemed suitable, mechanisms could be put in place to enable its implementation to coincide with the termination of the extended Falco contract on 31st March 2026.

5. Community engagement and consultation

- 5.1 Over 2,000 residents responded to the survey noted in point 3.1. These locations were considered as part of the initial assessment process. The survey was widely published in the press, on social media and on the council website. All Ward Councillors were contacted and encouraged to circulate the survey link to their constituents.
- 5.2 All locations are discussed with internal officers and then Ward Councillors are contacted before the Traffic Regulation Orders (TROs) are advertised.
- 5.3 The TROs are advertised on the council website and in the local press and distributed to our Statutory Consultation list. This advertisement provides people with the opportunity to comment on the proposed locations of the cycle hangars. Residents that live within view of the proposed locations are sent letters with the details of the TROs and exact proposed locations of the hangars, which is not a legal requirement for the TRO process.
- 5.4 TROs are not required on footway locations, and in these cases only a section 115 of the Highways Act notice posted on the street is required. In addition, residents that live within view of the proposed locations are sent letters with the details and exact proposed locations of the hangars on footways etc. Comments and objections to these are considered in the same way as with TRO comments and objections.
- 5.5 If a particular location receives objections above the required threshold, the decision as to whether to install a cycle hangar there or not is made by the Environment, Transport & Sustainability (ETS) Committee. If objections to a particular hangar are below the required threshold, the hangar is usually installed, having considered all relevant comments and representations.
- 5.6 The majority of the 71 hangars that have so far been installed did not need to be discussed at the ETS Committee due to their objections being below the required threshold. However, 15 locations were discussed at the ETS Committee in November 2022.

6. Conclusion

- 6.1 There is a high level of demand for spaces in the currently installed hangars, and they are all fully booked. There are also over 1,000 people on waiting lists for spaces in cycle hangars across the city.

- 6.2 To help meet the demand for secure cycle parking places, officers recommend that the initial scheme is completed. The remaining purchased 79 hangars should be installed to make up the 150 total as per the recommendations in section 2.
- 6.3 The current Management and Maintenance Contract with Falco ends on the 31st March 2024. To ensure continued Management & Maintenance, as a matter of urgency, it is proposed that a new two-year contract with Falco is negotiated.
- 6.4 Once the new two-year contract is in place, officers could carry out a detailed assessment of the benefits of establishing an in-house model as part of any Business Case and Financial Analysis of the scheme, to be presented to a future committee meeting.

7. Financial implications

- 7.1 At Budget Council on 25th February 2021, the Council committed £0.500m Capital budget towards the implementation of cycle hangars across the city on a self-funding business case. A further £0.500m was also committed at the February 2022 Budget Council. The Capital project is funded through unsupported borrowings with both loan and interest charged to the Council's Capital Programme over the life of the asset, which is assumed to be 10 years based on other equipment acquisitions. This works out at approximately £0.120m per year.
- 7.2 Approximately £0.184m remains in the capital budget to support the installation of the remaining hangars and to provide project resources.
- 7.3 The approximate loss of income to the parking revenue is approximately £0.046m per annum for 150 cycle hangar installations. This figure is based on a review by the councils' parking team. This latest review accounted for potential income loss based on the income received from paid for parking and resident permits. It took into account the fact that some areas are underutilised, and loss of parking will not have an effect. The figure includes a 5% contingency to allow for parking price increases. All figures are estimated and based on the most expensive permits and vehicle categories.
- 7.4 If the decision was taken not to proceed with the installation of the remaining 79 hangars under the current contract, the financial implication would be a cost to the council of £0.307m for the remaining hangars that are currently held by Falco UK Ltd. This is based on the original agreement to supply and install 150 hangars by the end of March 2023. The £0.040m for the 2-year maintenance contract would still need to be paid for the maintenance of the existing 71 hangars, or a proportion of it negotiated to reflect less than 150 hangars being maintained.
- 7.5 Agreeing to negotiate a cost neutral contract extension with Falco would result in no or minimal operational and maintenance costs of the 150 hangars as the rental income would be collected by Falco to cover their costs. Borrowing charges for the capital project will need to be maintained within existing Transport Revenue budgets. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

- 7.6 Recommendation 2.3 will update the committee on progress of the scheme as well as further financial implications is for noting, where preferred maintenance and management options will be determined and reported back to committee alongside further financial implications for alternative delivery models. The Business case and all options will also need to consider the ongoing unsupported borrowing payments from Council budgets.

Name of finance officer consulted: John Lack Date consulted: (26/06/23)

8. Legal implications

- 8.1 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public, or a section of the public.
- 8.2 The TRO process has its own statutory requirements and as such will be undertaken in accordance with those provisions when the attendant TROs are being considered.
- 8.3 If the decision is to break the current contractual agreement with Falco, there may be legal implications that would need to be addressed.

Name of lawyer consulted: Katie Kam Date consulted (19/05/23)

9. Equalities implications

- 9.1 The Equalities Impact Assessment (EIA) for the cycle hangars project has been carried out and is attached in Appendix 1.
- 9.2 As part of the identification of potential locations for cycle hangars an evidence-based prioritisation process was undertaken to assess where there is the greatest need and the greatest benefit to residents. The process used datasets such as Indices of Multiple Deprivation Health and Disability.
- 9.3 Some of the cycle hangars will be provided with spaces for non-standard cycles (including those used by families, disabled users and others who need adapted cycles) to enable all users to access this provision.

10. Sustainability implications

- 10.1 The scheme aligns to the city's development plan policy SA6 Sustainable Neighborhoods.
- 10.2 If the recommendation to install the remaining cycle hangars is not agreed by the committee, this may indicate that vehicle parking places are being prioritised over cycle parking places. This could be considered not to align to the Council's City Plan to deliver a sustainable city, and a transport network that ensures carbon neutrality by 2030.
- 10.3 The Falco cycle hangar units are powder coated using sustainable powder coatings.
- 10.4 Falco products are manufactured in their own 35,000m² production facility. This facility meets International Standards for Organisations (ISO) - ISO 9000

(Quality), ISO14001 (Environmental) and National Association of Corrosion Engineers (NACE) CO2 Level 3 standards.

- 10.5 The Falco cycle hangar units come with a 10-year warranty and can be recycled.

11. Other Implications

Social Value and procurement implications

- 11.1 A procurement process was undertaken to find a suitable supplier for the cycle hangars and approved by the Procurement Advisory Board on 26th July 2021.
- 11.2 The contract with Falco includes a social value offering. This may be in jeopardy if the contract is not completed for any reason.

Crime & disorder implications:

- 11.3 There's potential for criminal damage and graffiti to the cycle hangars. This has so far been minimal and not reported to police. Officers will continue to monitor this.

Public health implications:

- 11.4 Supporting and encouraging people to own and use a bicycle could help the city to be a healthy and caring place; one where healthy life expectancy is increasing through the promotion of physical activity and health inequalities are reducing.

Supporting Documentation

1. Appendices

1. Appendix 1 – Cycle hangars Equalities Impact Assessment.

2. Background documents

1. Procurement Advisory Report
2. ETS Committee Report November 2022
[Brighton & Hove City Council - Agenda for Environment, Transport & Sustainability Committee on Tuesday, 15th November, 2022, 4.00pm \(brighton-hove.gov.uk\)](https://www.brighton-hove.gov.uk/Agenda/Agenda-Item/2022/11/15/15-11-2022-4-00pm)

Short Equality Impact and Outcome Assessment (EIA)

Title of EIA ¹	Cycle Hangars	ID No. ²	EEC32
Team/Department ³	City Transport		
Focus of EIA ⁴	<p><u>Background/Reason for the project</u></p> <p>It is only recently that council and national policy has required developers to provide cycle parking as a standard for all new residential housing. This means that storage of bicycles in older properties, existing flats or houses of multiple occupancies are a significant challenge to residents in the city who wish to own or store a bicycle. The city also suffers from a high level of bike theft and vandalism due to lack of safe, secured and covered facilities for residents. Local Transport Note 01/20 Cycling Infrastructure Design, released in July 2020, states that “Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use”. Therefore, the provision of high-quality secure cycle parking is a key determinant of whether people will choose to cycle or not.</p> <p>Funding has been secured for an initial rollout of 100 cycle hangars to be installed across the city. This was subsequently extended to 150 cycle hangars.</p> <p><u>Who is affected by the service, or how it is delivered?</u></p> <p>The cycle hangars project will provide residents across the city with the opportunity to park their bikes in locked units. Each unit can hold up to six bikes. Residents, and businesses will be affected by the project. Some residents parking bays may be removed to accommodate the hangars. Disabled parking bays will not be removed unless there is evidence that they are underutilised by disabled users. In the unlikely event that disabled parking bays are proposed to be repurposed for the installation of cycle hangars, their usage will be thoroughly researched by the parking infrastructure team prior to this.</p> <p>Initially the hangars will mainly be used by residents. We may work with businesses in future after the initial rollout of 100 to potentially provide them with cycle hangars to assist their business models if relevant.</p> <p>Providing secure cycle parking potentially encourages cycle use, which delivers health and wellbeing benefits and reduces demands on the health service. Encouraging cycle use could reduce the number of motorised vehicles travelling in the city, making roads safer for pedestrians and other cyclists. People who may not be able to afford bicycles and therefore may not benefit directly from this scheme are likely to walk and use public</p>		

transport more than an average person and tend to live in more congested areas. As a result, they would benefit positively from safer streets, improved air quality and reduced congestion due to lower levels of motor traffic, which better provision for cyclists might bring.

Equality will be considered throughout the process of identifying and implementing the cycle hangars through the following aspects:

- As part of the identification of potential locations for cycle hangars an evidence-based prioritisation process was undertaken to assess where there is the greatest need and the greatest benefit to residents. The process used datasets such as Indices of Multiple Deprivation Health and Disability. The subsequent top 20 location recommendations will be referred to when prioritising the bike hangar locations.
- An online survey was carried out in October/November 2021 for residents to suggest locations for the cycle hangars. Following this a prioritisation matrix system will be used to identify the initial 150 locations. The matrix will incorporate findings from the survey and the above data sets along with other set criteria such as type of property. Equalities questions were not asked as part of the survey.
- It is likely that some of the cycle hangers will be provided with spaces for non-standard cycles (including those used by families, disabled users and others who need adapted cycles) to enable all users to access this provision – the requirement for this was stipulated in the tender documents for procuring a supplier of the cycle hangars.

Due to vehicle parking spaces potentially being repurposed for the cycle hangars to be installed, most cycle hangar locations are likely to be subject to a Traffic Regulation Order (TRO) before the cycle hangar is installed. This will give residents on the roads where we are intending to install the hangars the opportunity to look at the planned locations and comment. If a TRO is not needed, residents on the affected roads will still be consulted on the plans before the cycle hangars are installed.

How does it fit with other services?

The project fits with other transport policies and services such as:

- Active travel fund
- Local Cycling and Walking Infrastructure Plan (LCWIP)
- Capability fund
- Access to education/employment
- Cycle lanes & Cycle Training
- Low Traffic Neighbourhoods (LTNs)
- General cycle parking
- School Travel Plans & School Streets
- Cargo bike accelerator project
- Local Transport Plan 5

Other teams from BHCC that will be involved in the project are the Parking Team, Housing Team, Highways, Transport Policy & Strategy Team, Transport Administration & Research Team, Business Development &

Compliance Team, Traffic Team, Procurement Team, Community Engagement Team, and the Legal Services Team.

External Stakeholders include: NSL parking enforcement, Project Centre, Hanover Community Centre, Falco, Cyclepods, and Ditchling Rise And Residents Association (DRARA).

Who implements the project?

The Transport Projects & Engineering Team will be project managing the cycle hangars project. Initially approximately 100 cycle hangars are being planned, more may be installed in future depending on future funding being secured. A procurement process has been carried out to find an external contractor to supply, install and manage the spaces in the cycle hangars, as well as maintaining them. The project may be brought in-house in future once the project is well established, following an initial contract of 2 years with the external contractor.

Who are the external and internal service-users, groups, or communities?

All residents, of Brighton and Hove will be able to apply for a space in a cycle hangar once they are installed and a system is set up for allocating spaces within the hangars. Employees of BHCC that are also residents in the city will be able to apply for a space if they choose to.

Outcomes

One of the outcomes in the Council's Plan is to deliver a 'sustainable city', and as part of this, a transport network that ensures Brighton & Hove becomes carbon neutral by 2030 and keeps the city moving. With a focus on providing cycle parking infrastructure the project will help meet the corporate priority of developing a sustainable and active travel network as follows:

- encouraging mixed mode travel with good transport interchanges and better integration of travel information.
- delivering a transport system that provides sustainable travel with investment in walking, cycling and smart traffic signalling.

Supporting and encouraging people to own and use a bicycle will also help the city to be a 'healthy and caring' place; one where healthy life expectancy is increasing through the promotion of physical activity and health inequalities are reducing.

Cycle storage will be easier for residents where the cycle hangars are located. Having secure cycle parking near residents' homes therefore encourages cycle usage.

Objectives

The aim of the project is to encourage modal shift in line with the LTP 5, LCWIP and to help towards BHCC becoming a carbon neutral council by 2030, to reduce issues for residents such as cycle theft, cycle storage space, and to support the use of cycling as a mode of transport.

	<p>Replacement of car parking with cycle parking would be a benefit of the project in terms of encouraging cycling and helping modal shift away from the car. The scheme has the potential to benefit residents of housing estates, shared flats and those without outdoor space, and for disabled cyclists who may want easy access for their bicycle.</p> <p>A further benefit may be the improvements to the overall street scene, with the reduction of bike storage in front gardens, lamp posts and near-by railings.</p>
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Assessment of overall impacts and any further recommendations⁵

As the cycle hangar project is a new scheme for BHCC, we do not have any local, specific research or data to show the positive or negative impacts that the cycle hangars could have on specific groups. Therefore, the overall impacts are as follows:

Disability: Cycle parking provision has the potential to have a positive impact on the community. Increasing cycling has both direct and indirect health benefits which impact not only an individual that cycles (through better fitness and improved mental health) but also the wider community, (through better air quality, less noise pollution, reduced road danger, etc.). The cycle hangar spaces will be available for all residents to apply for. The units can be adapted to accommodate large, adapted bikes, such as those used by disabled cyclists, as well as for bikes with child seats on them and cargo bikes which parents may use for carrying children. These may therefore benefit disabled people.

Gender: Carefully selected locations that are well lit and overlooked and centrally located, will ensure that the environment is well considered to ensure all users of the hangars feel safe when getting their bicycles in and out.

Age: The scheme is intending to broaden the demographic of cyclists, in particular where users may need to repeatedly carry cycles up or down stairs the scheme should have a positive impact. The elderly tend to be less physically active – cycling provides a cheap form of transport and a simple form of physical exercise. The hangars are designed to accommodate most types of bicycle, inclusive of all the age groups.

Economic: In the Department for Transport's report, "The value of cycling" (Raje F. and Saffrey A. 2016. University of Birmingham and Phil Jones Associates) typical benefits of providing a secure cycle storage or bike hanger scheme were identified:

- Strategic economic benefits: High-density, cycle-friendly improvements to urban streetscape is conducive to achieve agglomeration benefits, although evidence in relation to regeneration and residential property effects is mixed
- Individual benefits: Evidence for individual benefits accruing from a specific investment is mixed, acknowledging the link between hard and soft measures to deliver individualised benefits that address underlying structural barriers to cycling
- Employment benefits: Both as an enabler of access to employment and education for transport-deprived residents, and as a means of attracting and retaining skilled labour and inward investment with lower staff absenteeism and turnover
- Local economic benefits: Increased retail spend density. Per sqm, parking provision for cycles generates 5x more retail spend than car parking (Lee A, and March A. (2010) 'Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton'. Australian Planner. 47(2), 85–93)
- Public expenditure benefits: Typically low cost, high benefit, reduced spend on healthcare and school travel, and the potential of existing

- infrastructure, particularly if targeted at new cyclists
- Fiscal benefits: Increased revenues arising from agglomeration benefits, and specifically potential to reduce the opportunity cost of car parking space by giving more people access to on-street parking.

Potential issues	Mitigating actions
<p>Most cycle hangar units will be installed on the carriageway, replacing vehicle parking. They are approximately the same size as a standard car, therefore installing them in vehicle parking spaces should not cause visibility or obstruction issues for disabled people. Some may be placed in other areas such as on housing estates or on footway buildouts, in which case visibility and obstruction would need to be considered.</p> <p>There will be a fee for using the hangars and this might have a potentially negative impact on people from some socio-economic groups.</p>	<p>Early engagement with disabled groups such as the RNIB and Possability People explaining the project and discussing any potential issues. Use standard guidelines for installing structures on the highway or footway.</p> <p>The fee is necessary to deliver desired level of service. If a space in the bike hangar will enable some people to rely on cycling as a main mode of transport it will provide a significant financial saving on alternative modes of transport. Review the impact the fee has on users and potentially introduce a sliding scale for fees, based on users income in future years.</p>
Actions planned⁶	
<p>Consultations – Once cycle hangar locations are decided upon they will be subject to statutory consultation in the form of Traffic Regulation Orders (TROs). Letters with the location plans will also be sent to residents before the TRO is advertised. Alternative formats of any documentation used in any consultations will be available upon request (such as audible copies for blind people) as well as being made available in different languages.</p>	

EIA sign-off: (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Lead Equality Impact Assessment officer: Michelle Jamieson Date: 12/01/2022

Communities, Equality Team and Third Sector officer: Janice Markey Date: 14/01/2222

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 16

Subject: Rottingdean High Street AQMA project

Date of meeting: 06 July 2023

Report of: Executive Director, Environment, Economy & Culture

Contact Officer: Name: Matthew Thompson
Tel: 01273 29-0235
Email: matthew.thompson@brighton-hove.gov.uk

Ward(s) affected: Rottingdean & West Saltdean

For general release

1. Purpose of the report and policy context

- 1.1 This report seeks committee approval to temporarily remove the planter placed in the southbound carriageway of Rottingdean High Street north of its junction with Park Road once a 4-week period of monitoring traffic diversions on Steyning Road is completed.
- 1.2 The planter was placed as a supporting measure for the air quality improvement scheme implemented in October 2019 (and extended for a further 18 months in April 2021). The scheme aimed to address air quality issues in the section of the High Street south of Park Road where the proximity of building frontages to the kerb means Nitrogen Dioxide (NO₂) levels in excess of EU and UK legislation (and World Health Organisation Guidelines) present the greatest hazard to human health.
- 1.3 Rottingdean High St has been the subject of an Air Quality Management Area since 2013 due to previous levels of Nitrogen dioxide in excess of the 40 micrograms per cubic metre annual mean limit following local authority statutory duties under Part IV of the Environment Act 1995. Current monitoring of the area suggests NO₂ emissions are now within legal limits but the contribution of vehicle diversions away from the area which are caused by the planter is unproven.

2. Recommendations

- 2.1 That the Committee delegates authority to officers to remove and store the planter following a four-week period of traffic counts on Steyning Road ending on 22 July 2023.

2.2 That the Committee delegates authority to officers to conduct a follow up four-week traffic count on Steyning Road beginning on Monday 04 September 2023.

2.3 That the Committee delegates authority to officers to decide whether the planter will be reinstated based on air quality and traffic counter results.

3. Context and background information

3.1 Rottingdean Parish Council and Brighton & Hove City Council formed a joint action group in 2017 in response to serious public concerns about air quality in the lower section of Rottingdean High Street. The Project group, including ward and parish councillors, commissioned traffic modelling to consider various options and proposed an experimental trial on a temporary basis. The modelling was used to finalise the design, which came into operation on 25 October 2019.

3.2 The scheme consisted of the following measures:

- a chicane/planter in the southbound lane of the High St north of the Park Rd junction to restrict the flow of southbound traffic and give priority to northbound traffic,
- a hatched yellow box to prevent queuing southbound traffic stopping in the area south of Dene's Mews
- a no right turn out of West St eastbound into Rottingdean High Street (ETRO-30- 2019).

3.3 Hot combustion processes in air produce oxides of nitrogen (NO_x). Nitrogen dioxide (NO₂) and nitric oxide (NO) are both oxides of nitrogen and together are referred to as NO_x. In the case of Rottingdean High St, road transport is the main source of these emissions. For modern vehicles operating on the public highway, NO_x emissions can be mitigated with selective catalytic reduction on the vehicle exhausts. This technology is less effective in stop-start traffic, when engines idle and exhausts have lower temperatures. Road traffic emissions disperse less effectively in confined spaces such as street canyons.

3.4 Diffusion tube monitoring has provided 'before' and 'after' data for roadside NO₂ emissions in the High St. Initial results during the coldest weather Oct 19 to Feb 20 were promising. The impact of the pandemic on traffic levels in April and May was dominant, but levels then bounced back above 2019 levels (but not as high as 2018) for a few weeks during late summer 2020. This trend has continued (see 3.8 below).

3.5 The original ETRO-30-2019 did not include the chicane/ planter or yellow hatching, neither of which are measures that are subject to traffic regulation orders. These were installed as supporting measures. The sealing of TRO-30-2019 on 04 March 2021 made a right turn ban from the eastern end of West St, Rottingdean a permanent feature.

3.6 The April 2021 committee agreed a further period of up to 18 months from 24 April 2021 to ensure a data set of 12 months data in normal traffic

conditions could be collected from late Summer 2021 when schools fully reopened after the pandemic.

- 3.7 Permission was also sought in March 2021 to consider a left turn ban out of Park Road before the end of the extension period. This was subsequently abandoned on the advice of the accident investigation officer, who noted that all the reported near misses with vehicles turning left out of Park Road seemed to involve vehicles travelling at speed southbound swerving around the planter. It was suggested a left turn ban before the removal of the planter would be pointless. It should be noted there have been no recorded collisions following this scenario to date and evidence remains anecdotal only.
- 3.8 The Council's annual Air Quality Report in autumn 2022 confirmed that a downward trend in NO₂ levels has continued. Current standards designate the safe level at 30 micrograms/ m³. This has now been achieved in the High Street. While the general background NO_x is 12-14, there is still twice as much concentration as this on the High Street and on A259, but this means both are still consistently below 30 µg/m³ (micrograms per meter cubed)
- 3.9 This long-term trend in the High Street is broadly comparable to the national trend. There are a variety of influences behind this trend, including travel behaviour in the immediate post pandemic period, the diesel legacy of the UK fleet (which contributes the greatest proportion of NO_x), petrol vehicle contributions are small but steady increase in hybrid and electric fleets, the impact of the 2022 fuel price crisis as well as seasonal differences where colder temperatures produce higher emissions.
- 3.10 Officers acknowledge the planter may cause revving as vehicles accelerate to get around it when there is a gap in northbound traffic, NO₂ results from the nearest monitor (East 30) has not improved significantly since 2020.
- 3.11 Based on data currently available, it is not possible to say that the planter has had a positive impact. There is no base line or post installation data because traffic diverting along Steyning Road to avoid the lower High Street has not been monitored. There are counters on Chailey Avenue, but these will not count diverting traffic using Newlands Avenue to access the A259 avoiding the lower High Street. This means it is not possible to measure the contribution the planter has made through diversions.

4. Analysis and consideration of alternative options

- 4.1. Given the impact of the planter remains unclear, the project group recommends the installation of temporary traffic counters on Steyning Road to help establish whether the planter has caused diversions that impact on Air Quality.
- 4.2 Officers have agreed to traffic counts commencing before the proposed date when the planter is removed. This will monitor traffic flows on Steyning Road over the last four weeks of the current school term during 'normal' traffic

conditions. The proposal is to then remove the planter during the week commencing 24 July over the school summer holiday period.

- 4.3 A four-week post removal traffic count will begin on Monday 04 September when school term traffic conditions resume. At this time of year, air temperatures will be similar to the pre-removal survey period in June/July. At the end of this period, NO₂ readings from air quality monitoring stations on the lower High Street will be compared with pre and post removal traffic flows on Steyning Road, and a decision on whether to permanently remove or replace the planter will be taken by officers.
- 4.4 The cost of monitoring is approximately £700 per period. Although Ward councillors asked about keeping counters in for the duration of the removal, temporary counters are usually in place for a set period of weeks, not for the duration of a trial as wear and tear will not allow this.
- 4.5 Local concerns about traffic management and increasing congestion have prompted requests for more detailed counts by vehicle class. Officers do not believe the extra cost for this type of monitoring is justified to make decisions about an Air Quality scheme. While the number of HGVs using the High Street is an ongoing local traffic management concern, counters on the High Street south of Steyning Road do monitor this and show they are a small proportion (589 out of an average weekday of 8157 total vehicles during 2022).

5. Community engagement and consultation

- 5.1 The Rottingdean AQMA project group has met since 2017 and consists of Parish Councillors, Ward Councillors and officers from both Brighton & Hove City Council and the Parish Council. This group met most recently in October 2022 and again in January 2023 to consider the results and any potential adjustments to the scheme.
- 5.2 Residents and businesses were consulted on the Experimental Traffic regulation order in 2019-20 and were overwhelmingly in support of the right turn ban at West Street. There were many comments not relevant to the content of the ETRO criticising the placement of the planter as a supporting measure.
- 5.3 Six comments suggested the chicane caused an accident in January 2020. This was not the conclusion of the police investigation, but this claim (along with congestion) was also the subject of a 694-signature petition noted by the Chair at the 23 June 20 ETS. The chair's response set out the air quality aims of the trial, the findings of a police investigation into a collision in January 2020 which did not agree that the planter/ chicane was a contributory factor, and the need to allow the arrangements to continue to allow further time to assess their air quality impacts.
- 5.4 One ward councillor invited feedback from residents in late 2022 on the proposal to remove the planter. There were approximately 30 responses, mostly from people who wanted the planter retained because it made them

feel safer as slower traffic made it easier to cross. Messages of support included some students from St Margaret's Church of England Primary school. Air Quality was the main theme in the responses with people saying they had noticed the improvement. By contrast, it was noted that social media messages were overwhelmingly in favour of removing the planter, but it was not clear how many of the people posting these messages actually lived in Rottingdean.

5.4 At the 28 January 2023 Project Board meeting, Rottingdean Parish Councillors stated they would support temporary removal of planter and continued monitoring so that we can compare situations without and with planter.

5.5 At the same meeting a ward councillor stated she would like to see the planter removed for a fixed period with Air Quality measurements continue during this period and is in favour retaining an option for it to be brought back if negative impacts can be shown.

6. Conclusion

6.1 The temporary removal of the planter/ chicane and the monitoring of traffic flows before and after this will allow an assessment of its air quality impact for the first time. This will allow officers to make a decision on the basis of air quality benefits rather than traffic management considerations.

7. Financial implications

7.1 There are no direct financial implications arising from the recommendations of this report. The LTP (Local Transport Plan) Capital Programme has earmarked funds regarding Rottingdean High Street. Monitoring of the existing scheme will be funded from this earmarked amount as will any temporary or permanent changes to the public highway. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted 23/06/23

8. Legal implications

8.1 This report is being brought to Committee in accordance with the Council's constitution requirements which charges this Committee to exercise the Council's functions in relation to traffic management and transport. It is therefore in line with the requirements of the constitution.

Name of lawyer consulted: Katie Kam Date consulted 26/06/2023

Supporting Documentation

1. Appendices

Appendix 1. Long term trend in Rottingdean NO₂ levels µg/m³

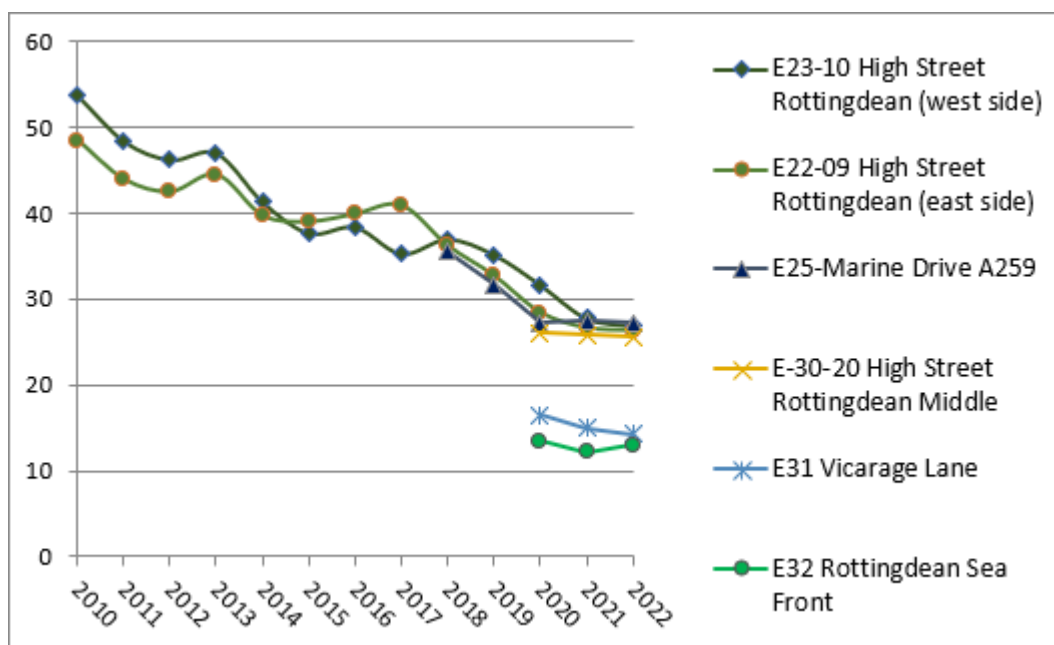
2. Background documents

Report to Environment, Transport & Sustainability committee 16 March 2021 –
Rottingdean AQMA Trial Extension

[\(Public Pack\)Agenda Document for Environment, Transport & Sustainability
Committee, 16/03/2021 16:00 \(brighton-hove.gov.uk\)](#)

Appendix 1. Long term trend in Rottingdean NO₂ levels µg/m³

Annual NO₂ levels µg/m³ (micrograms per meter cubed) 2010-2022 by diffusion tube site



Background notes

Diffusion tubes.

One of these air quality monitors was installed in a position set-back from Vicarage Lane. This showed results hardly higher than the sea-front so monitoring at this site ceased after the end of 2022.

The sea-front sample E32 continues and represents outdoor background concentrations remote from roadside (A259, B2123 or other). The 2022 Air Quality committee report stated that roadside NO₂ is about twice as much as background (but used to be more than three times).

Tubes E-25 adjacent with A259 and E-30 Middle High Street (near the planter) continue.

There are two further long-term ones (E22 & E23) close to Dene Mews on cottages either side of RHS.

Vehicle fleet trends

Procurement and fleet replacement with newer and cleaner vehicles slowed from Q2 of 2020. Legacy diesel vehicles continue to have a significant share of travel. Electric vehicles estimated to be between 1 and 2% of vehicle trips.

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 17

Subject: Parking Scheme Update

Date of meeting: 6th July 2023

Report of: Executive Director, Economy, Environment & Culture

Contact Officer: Name: Chris Langan

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Name: Catherine Dignan

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Ward(s) affected: Moulsecoomb & Bevendean

For general release

1. Purpose of the report and policy context

- 1.1 The purpose of this report is to update the Committee on the progress of the recent resident parking scheme consultation.
- 1.2 This report outlines the findings of the recent consultations with residents in the Zone U (Coombe Road area) and Southall Avenue.

2. Recommendations

- 2.1 That the Committee having taken account of all duly made representations and comments, agrees there will be no change to the days and times of operation in Zone U (Coombe Road area).
- 2.3 That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage of the detailed design for the Southall Avenue. This will consist of a consultation to join the existing light touch parking scheme Zone U (Coombe Road area).

3. Context and background information

- 3.1 The parking scheme consultations were undertaken in accordance with the parking scheme priority timetable programme, which was agreed at this Committee following various petitions and deputations.

4. Analysis and consideration of alternative options

- 4.1 The main alternative options are doing nothing which would mean that the various parking scheme consultations/reviews would not be taken forward or consulting on a different option.
- 4.2 It is, however, recommended by officers to proceed with the recommendations for the reasons that are outlined within the report.

5. Community engagement and consultation

Zone U (Coombe Road area) Review

- 5.1 The Zone U (Coombe Road area) parking scheme was implemented in December 2020. It was agreed in the parking scheme priority timetable set in 2019 that the area would be reviewed a year after its implementation. This resident parking scheme is currently a light touch parking scheme with restrictions operating Monday – Friday, 10 – 11 am and 5 – 6 pm.
- 5.2 A consultation letter from the Council was sent to all households in Zone U. This included 2478 property addresses within the boundary of Zone U residents parking scheme. A letter was sent to each address inviting them to go online to complete a questionnaire. 346 valid responses were received. The consultation ran from 1 December 2022 to 13 January 2023. A summary of the results is shown in the table below.

Number of properties mailed	2478
Consultation response rate	346 (14%)
Satisfied or very satisfied with the scheme	217 (64%)
Happy for the scheme to remain the same	247 (72%)

- 5.3 Analysis undertaken of all the responses received from respondents and the full results analysis of the including road-by-road results and area plan is outlined in Appendix A.
- 5.4 Officers attended a meeting with Ward Councillors to discuss the background and details of the scheme.

Southall Avenue

- 5.5 The committee agreed to consult this area at the same time as the Zone U (Coombe Road area) review to see whether there was support within this area for a resident parking scheme.
- 5.6 Brighton & Hove City Council Land and Property Gazetteer was used to provide 90 property address in Southall Avenue. A letter with questionnaire and return envelope was sent to each address. 17 (19%) responses were received. The consultation ran from 1 December 2020 to 13 January 2023.

Number of properties mailed	90
Consultation response rate	17 (19%)
Support for joining Area U	15 (88%)

Support for keeping Southall Avenue as it is without parking restrictions	2 (12%)
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- 5.7 Analysis undertaken of all the responses received from residents and the full results analysis of the consultation including the results are outlined in detail in Appendix B.
- 5.8 Officers attended a meeting with Ward Councillors to discuss the background and details of the scheme.

6. Conclusion

- 6.1 As set out in the body of the report and the recommendations.
- 6.2 Following agreement at Budget Council in February 2023, a proposal is being taken forward for all existing light-touch parking schemes to become full touch parking schemes (Monday to Sunday, 8 am – 8 pm) as part of a 5 year programme. The parking consultation process was carried out within the Zone U (Coombe Road area) and Southall Avenue prior to the decision made at Budget Council. This scheme is included within the proposed 5 year programme which is being presented separately in a report to this Committee.

7. Financial Implications

- 7.1 The costs associated with the recommendations of this report will be contained within existing Parking Services budgets and/or funded from additional parking income generated.
- 7.2 Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the direct costs of traffic management have been met, the use of surpluses is legally ringfenced to the provision of public transport services and to road, air quality and environmental improvements.
- 7.3 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

Name of finance officer consulted: David Wilder Date consulted: 24/05/23

8. Legal implications

- 8.1 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given and for the relevant documents to be placed on deposit for public inspection. Any person may object to the making of an order. The Council's Constitution provides that decisions on TROs are made by

Environment, Transport & Sustainability Committee where there are either six or more unresolved objections or the matter has been called in.

Name of lawyer consulted: Katie Kam

Date consulted: 23/05/23

9. Equalities implications

- 9.1 Consultation took place and the comments and wishes of the respondents were taken into account when considering what changes would best meet the needs of those local population. Engagement with a wide range of residents has been built into the process from the start including an equality monitoring form. The use and analysis of data and engagement has informed the project to ensure it meets the needs of the local population. The proposed measures will be of benefit to many road users.

10. Sustainability implications

- 10.1 Parking schemes can help to encourage less polluting travel options and reduce emissions. In addition, congestion can affect the reliability of journey times and long-term parking can reduce accessibility. Parking schemes can help to encourage alternative transport choices and higher turnover of spaces. Better accessibility through a high turnover of vehicles being parked helps to support local businesses.

Supporting Documentation

1. Appendices

1. Appendix A – Zone U (Coombe Road area) report, results, and area plan
2. Appendix B – Southall Avenue report, results, and area plan

2. Background documents

1. Agenda Item 32 – Report to ETS Committee 8 October 2019
2. Agenda Item 27 – Report to ETS Committee 20 September 2022
3. Agenda item 71 – Report to ETS Committee 17 January 2023

APPENDIX A

Area U Coombe Road Residents Parking Scheme Review

Background

A resident parking scheme was implemented in December 2020. It was agreed in the parking priority timetable to include a review of the parking scheme.

Headline Findings

- 64.4% of respondents are satisfied or very satisfied with the current Area U parking scheme.
- 72.4% of respondents are happy for the scheme to remain the same.

Methodology

In December 2022, the council wrote to 2478 property addresses within the boundary of the Area U residents' parking scheme area. Respondents were asked to complete the survey online via the council's Consultation Portal: Citizen Space. Paper copies of the questionnaire and a prepaid reply envelope were also available on request. The consultation ran from 1 December 2022 to 13 January 2023.

Results

346 valid responses¹ were received from within the scheme boundary giving a response rate of 14.0%. People were asked how satisfied they are with the current Area U parking scheme?

	Number	%
Very Satisfied	113	33.5
Satisfied	104	30.9
Neither satisfied nor dissatisfied	40	11.9
Dissatisfied	34	10.1
Very dissatisfied	46	13.6
Total	337	100

People were then asked if they were happy for the scheme to remain the same:

	Number	%
Yes	247	72.4
No	94	27.6
Total	341	100

¹ 58 responses were removed from the analysis for the following reasons: 13 gave incomplete address details, 2 were from outside the area and 43 were duplicate responses.

Responses street by street are as follows:

How satisfied are you with the Area U residents parking scheme?

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Baden Road	78	21.8	11	73.3	1	6.7	3	20.0
Bakery Mews	9	0.0	0	0.0	0	0.0	0	0.0
Bear Road	181	12.2	13	61.9	2	9.5	6	28.6
Bevendean Road	80	3.8	3	100.0	0	0.0	0	0.0
Birling Close	8	25.0	2	100.0	0	0.0	0	0.0
Borrow King Close	15	0.0	0	0.0	0	0.0	0	0.0
Buller Road	68	25.0	14	82.4	1	5.9	2	11.8
Canfield Close	25	8.0	0	0.0	1	50.0	1	50.0
Canfield Road	22	22.7	3	60.0	2	40.0	0	0.0
Carlyle Avenue	64	26.6	10	66.7	3	20.0	2	13.3
Coombe Road	254	6.7	10	62.5	3	18.8	3	18.8
Coombe Terrace	63	6.3	2	50.0	0	0.0	2	50.0
Crayford Road	35	22.9	5	62.5	1	12.5	2	25.0
Dawlish Close	30	10.0	0	0.0	0	0.0	3	100.0
Dennis Hobden Close	13	0.0	0	0.0	0	0.0	0	0.0
Dewe Road	81	14.8	9	75.0	0	0.0	3	25.0
Eastbourne Road	54	22.2	7	58.3	1	8.3	4	33.3
Ewhurst Road	90	14.4	11	84.6	1	7.7	1	7.7
Fitzherbert Drive	35	2.9	1	100.0	0	0.0	0	0.0
Ghyllside	39	0.0	0	0.0	0	0.0	0	0.0
Jevington Drive	61	29.5	6	35.3	3	17.6	8	47.1
Kimberley Road	99	16.2	9	56.3	2	12.5	5	31.3
Ladysmith Road	177	18.6	24	75.0	4	12.5	4	12.5
Lewes Road	29	6.9	1	50.0	0	0.0	1	50.0
Mafeking Road	61	11.5	6	85.7	0	0.0	1	14.3
Martha Gunn Road	30	6.7	1	50.0	1	50.0	0	0.0
Meadowview	67	9.0	0	0.0	1	16.7	5	83.3
Milner Road	163	10.4	13	76.5	2	11.8	2	11.8
Natal Road	33	18.2	3	50.0	1	16.7	2	33.3
Nesbitt Road	60	8.3	3	60.0	0	0.0	2	40.0
Newmarket Terrace	4	0.0	0	0.0	0	0.0	0	0.0
Pelham Terrace	19	10.5	0	0.0	0	0.0	2	100.0

	Number of properties mailed	Response rate (%)	Satisfied or very satisfied		Neither satisfied nor dissatisfied		Dissatisfied or very dissatisfied	
			Number	%	Number	%	Number	%
Redvers Road	80	35.0	25	89.3	1	3.6	2	7.1
Riley Road	101	16.8	12	70.6	0	0.0	5	29.4
Robin Davis Close	16	6.3	1	100.0	0	0.0	0	0.0
Saunders Park Rise	67	3.0	1	50.0	1	50.0	0	0.0
Saunders Park View	104	14.4	6	40.0	5	33.3	4	26.7
Tenanry Road	36	11.1	3	100.0	0	0.0	0	0.0
Torcross Close	13	15.4	2	100.0	0	0.0	0	0.0
Willingdon Road	14	57.1	0	0.0	3	37.5	5	62.5
Total	2478	14.0	217	64.4	40	11.9	80	23.7

People were asked if they were happy for the scheme to remain the same? Replies by street are as follows:

Street	Yes		No	
	Number	%	Number	%
Baden Road	14	82.4	3	17.6
Bakery Mews	0	0	0	0
Bear Road	15	75.0	5	25.0
Bevendean Road	3	100	0	0
Birling Close	2	100	0	0
Borrow King Close	0	0	0	0
Buller Road	14	82.4	3	17.6
Canfield Close	1	50.0	1	50.0
Canfield Road	5	100	0	0
Carlyle Avenue	13	81.3	3	18.8
Coombe Road	12	75.0	4	25.0
Coombe Terrace	3	75.0	1	25.0
Crayford Road	6	75.0	2	25.0
Dawlish Close	0	0	3	100
Dennis Hobden Close	0	0	0	0
Dewe Road	8	66.7	4	33.0
Eastbourne Road	8	66.7	4	33.0
Ewhurst Road	10	76.9	3	23.1
Fitzherbert Drive	1	100	0	0
Ghyllside	0	0	0	0
Jevington Drive	8	44.4	10	55.6
Kimberley Road	10	62.5	6	37.5
Ladysmith Road	28	84.8	5	15.2
Lewes Road	1	50.0	1	50.0

Street	Yes		No	
	Number	%	Number	%
Mafeking Road	5	83.3	1	16.7
Martha Gunn Road	1	100	0	0
Meadowview	2	33.3	4	66.7
Milner Road	14	82.4	3	17.6
Natal Road	3	50.0	3	50.0
Nesbitt Road	2	40.0	3	60.0
Newmarket Terrace	0	0	0	0
Pelham Terrace	0	0	2	100
Redvers Road	26	92.9	2	7.1
Riley Road	10	58.8	7	41.2
Robin Davis Close	1	100	0	0
Saunders Park Rise	2	100	0	0
Saunders Park View	9	60.0	6	40.0
Tenantry Road	4	100	0	0
Torcross Close	2	100	0	0
Willingdon Road	3	37.5	5	62.5
Total	247	72.4	94	27.6

Respondents could leave comments on what is going well, what is not going well and also general comments about the scheme. These have been themed as follows:

What is going well?	No. of times mentioned ²
Parking spaces are available/ near my house / easier to park	134
Works well/ Scheme okay / doesn't need changing	60
Long term/ overspill /commuter / double / student parking has stopped	49
Enforcement levels are good / less inconsiderate parking	13
Area is now safer	10
TOTAL	267

What is not going so well	No. of times mentioned
Nothing is going well/ don't want scheme / scheme not needed / waste of money	51
Difficult to park during evenings / overnight/ weekends / during football	49
Enforcement levels are not good / needs more enforcement / at school run times / Meadowvale Community Centre	27
There's less residents' spaces / I can no longer park outside my own house / too many double yellow lines / could be more	24

² Theme raised more than once

What is not going so well	No. of times mentioned
spaces	
Want different hours/ at weekends / full scheme	14
The area is being advertised as free parking - eg Air BnB / hotels	7
Tradespeople getting PCNs / difficult to get work done / traders permits don't cover scheme hours	5
Too many students getting permits / parking during 'free hours'	5
Bus stops on Bear Road are not used / don't need two bus stops on Bear Road	5
Need more motorcycle parking / more motorcycle parking on flat ground	4
More car free development needed / enforce car free development / Saunders Park View	3
Has caused displacement parking	2
Cycle hangars are reducing the amount of parking / don't put cycle hangar on my street	2
People shopping/ going to Amex Stadium use residents' spaces when scheme not operating	2
TOTAL	200

Do you have any other suggested changes or comments?	No. of times mentioned
Residents Permits are expensive / for high emission vehicles / Money making exercise / unhappy about paying more / don't want to pay for parking / reduce costs for those on benefits / don't increase prices	67
Want Pay & Display / Pay by phone for visitors / not enough visitor spaces / no parking for visitors	19
Visitor permits: expensive/ should be free / free for Bank Holidays	16
Buying permits/ visitor permits/ business permits / changing permits isn't easy/timely/ online system doesn't work / delivery taking a long time / no renewal reminder	16
Permits not sticky enough / lose their stickiness	4
More Electric Vehicle Charge points are needed / needs enforcing	3
Not enough visitor permits	2
Want cycle parking / hangars / bikes being attached to lamp posts	2
TOTAL	130

Demographic Information

Age	Number	%
U18	0	0
18-24	7	2.7
25-34	41	16.0
35-44	65	25.3
45-54	65	25.3
55-64	42	16.3
65-74	25	9.7
75+	12	4.7
Total	257	100

What gender are you?	Number	%
Male	120	42.3
Female	160	56.3
Non-Binary	4	1.5
Other	0	0
Total	284	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	274	98.2
No	5	1.9
Total	279	100

Disability	Number	%
Yes, a little	36	13.1
Yes, a lot	20	7.3
No	219	79.6
Total	275	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	24
Sensory impairment	5
Learning disability/ difficulty	3
Long-standing illness	22
Mental health condition	16
Development condition	0
Autistic Spectrum	9
Other	4

How would you describe your ethnic background?		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	250	88.0
	Irish	2	0.7
	Gypsy or Irish Traveller	0	0
	Any other white background	20	7.0
Asian or Asian British	Bangladeshi	0	0
	Indian	2	0.7
	Pakistani	0	0
	Chinese	1	0.4
	Any other Asian background	1	0.4
Black or Black British	African	0	0
	Caribbean	0	0
	Any other Black background	0	0
Mixed	Asian & White	3	1.1
	Black African & White	0	0
	Black Caribbean & White	2	0.7
	Any other mixed background	0	0
Any other ethnic group	Arab	0	0
	Any other ethnic group	3	1.1
Total		284	100

How would you describe your sexuality?	Number	%
Bisexual	13	5.3
Gay Man	11	4.5
Heterosexual/ straight	206	84.4
Lesbian/ Gay Woman	9	3.7
Other	5	2.0
Total	244	100

Religious Belief	Number	%
I have no particular religion or belief	158	61.5
Buddhist	4	1.6
Christian	50	19.5
Hindu	0	0
Jain	0	0
Jewish	0	0
Muslim	0	0
Pagan	1	0.4
Sikh	0	0
Agnostic	5	1.9
Atheist	29	11.3
Other	3	1.2
Other philosophical belief	7	2.7
Total	257	100

Are you a carer	Number	%
Yes	36	12.0
No	265	88.0
Total	301	100

If yes, do you care for a:	Number
Parent	10
Partner or Spouse	5
Child with special needs	14
Friend	3
Other family member	3
Other	5

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	1	0.4	274	99.6
Have you ever served in the UK armed forces?	6	2.3	256	97.7
Are you a member of a current or former serviceman or woman's immediate family/ household?	5	1.9	256	98.1



APPENDIX B

Southall Avenue

Background

The council has received a number of letters and complaints from residents about parking issues in Southall Avenue following the introduction of the Area U (Coombe Road Area) residents' parking scheme. In response to this it was agreed at the Environment, Transport and Sustainability Committee in November 2021, that residents would be written to in order to find out if there is general support to join the neighbouring Area U parking scheme.

Headline Findings

- 88.2% of respondents support joining the existing Zone U residents' parking scheme.
- 11.8% of respondents support Southall Avenue remaining as it is now, with no parking restrictions

Methodology

In December 2022, the council wrote to 90 property addresses in Southall Avenue. Respondents were asked to complete the survey online via the council's Consultation Portal: Citizen Space. Paper copies of the questionnaire and a prepaid reply envelope were also available on request. The consultation ran from 1 December 2022 to 13 January 2023.

Results

17 valid responses¹ were received from Southall Avenue giving a response rate of 18.9%.

Respondents were asked whether they wanted to join the existing Area U residents' parking scheme, which currently operates from 10-11am and 5-6pm Monday to Friday or to keep Southall Avenue as it currently is with no parking restrictions.

	Number	%
Support for joining Area U	15	88.2
Support for keeping Southall Avenue as it is without parking restrictions	2	11.8
Total	17	100

¹ 4 responses were removed from the analysis for the following reasons: 1 was from outside the area and 3 were duplicate responses.

Demographic Information

Age	Number	%
U18	0	0
18-24	0	0
25-34	3	18.7
35-44	3	18.7
45-54	3	18.7
55-64	6	37.5
65-74	1	6.3
75+	0	0
Total	16	100

What gender are you?	Number	%
Male	10	62.5
Female	6	37.5
Non-Binary	0	0
Other	0	0
Total	16	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	15	100
No	0	0
Total	15	100

Disability	Number	%
Yes, a little	4	28.6
Yes, a lot	1	7.1
No	9	64.3
Total	14	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	3
Sensory impairment	1
Learning disability/ difficulty	0
Long-standing illness	1
Mental health condition	1
Development condition	0
Autistic Spectrum	0
Other	1

How would you describe your ethnic background?		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	13	92.7
	Irish	0	0
	Gypsy or Irish Traveller	0	0
	Any other white background	0	0
Asian or Asian British	Bangladeshi	0	0
	Indian	0	0
	Pakistani	0	0
	Chinese	0	0
	Any other Asian background	0	0
Black or Black British	African	0	0
	Caribbean	0	0
	Any other Black background	0	0
Mixed	Asian & White	0	0
	Black African & White	0	0
	Black Caribbean & White	0	0
	Any other mixed background	1	7.2
Any other ethnic group	Arab	0	0
	Any other ethnic group	0	0
Total		14	100

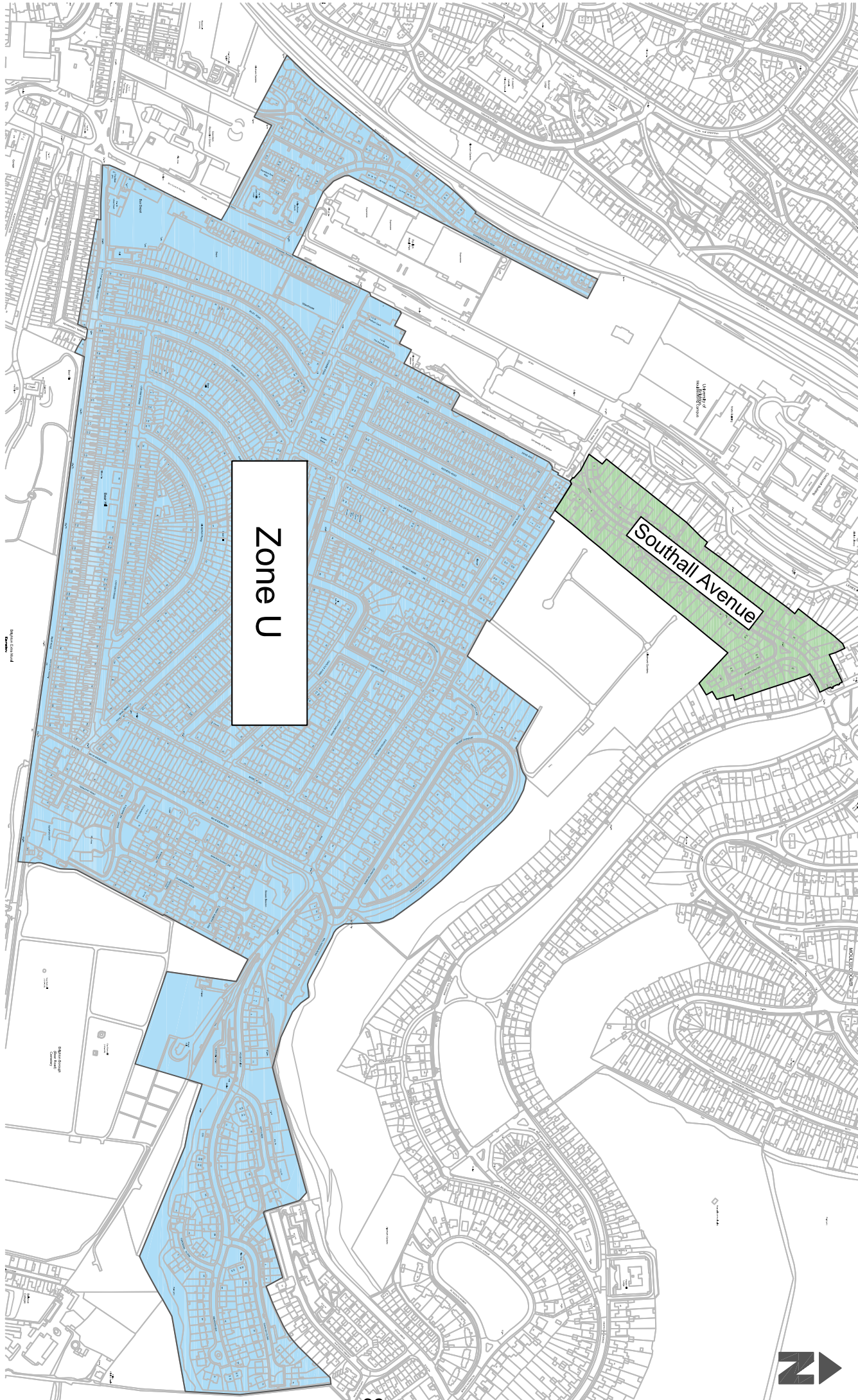
How would you describe your sexuality?	Number	%
Bisexual	0	0
Gay Man	0	0
Heterosexual/ straight	12	100
Lesbian/ Gay Woman	0	0
Other	0	0
Total	12	100

Religious Belief	Number	%
I have no particular religion or belief	5	35.7
Buddhist	0	0
Christian	9	64.3
Hindu	0	0
Jain	0	0
Jewish	0	0
Muslim	0	0
Pagan	0	0
Sikh	0	0
Agnostic	0	0
Atheist	0	0
Other	0	0
Other philosophical belief	0	0
Total	14	100

Are you a carer	Number	%
Yes	12	80.0
No	3	20.0
Total	15	100

If yes, do you care for a:	Number
Parent	0
Partner or Spouse	1
Child with special needs	2
Friend	1
Other family member	0
Other	0

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0	14	100
Have you ever served in the UK armed forces?	0	0	12	100
Are you a member of a current or former serviceman or woman's immediate family/ household?	1	7.1	13	92.3



Zone U

Southall Avenue



Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 18

Subject: School Streets – Downs Junior School Primary ETRO-27-2022

Date of meeting: 06 July 2023

Report of: Executive Director, Economy, Environment & Culture

Contact Officer: Name: Jazmine Hayes
Email: jazmine.hayes@brighton-hove.gov.uk

Ward(s) affected: Round Hill

For general release

1. Purpose of the report and policy context

- 1.1 This report outlines the consultation results for the Experimental Traffic Regulation Order at Downs Junior School (ETRO-27-2022) which was implemented as part of the School Streets programme.
- 1.2 The School Streets programme supports the safe movement of children to and from school. Motor vehicles are restricted during school drop off and pick up times, which reduces congestion, improves road safety and air quality, and creates streets that encourage more walking, cycling, wheeling, and scooting. This programme contributes to delivering the Council's carbon reduction targets and is aligned with national strategies such as the Department for Transport's 'Gear Change' vision released in July 2020, setting out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Locally, it aligns with the Local Transport Plan 5 (LTP5) which is being developed to help everyone move around the city more safely, sustainably, and easily. School Streets support the vision, outcomes and principles of the new LTP5, as agreed by the Environment, Transport and Sustainability (ETS) Committee on 22 June 2021.
- 1.3 This report considers comments and objections received through the initial obligatory six-month ETRO consultation period and provides recommendations for next steps.

2. Recommendations

- 2.1 That the Committee, having taken account of all duly made comments and representations, as detailed at Appendix 1, agrees that the provisions of ETRO-27-2022 (Downs Junior School) is to be made permanent.

3. Context and background information

- 3.1 School Streets trials were first introduced in the city in March 2019 with a subsequent expansion of trials in June 2020. In October 2021 ETS committee made the School Streets programme permanent, with a commitment to the provision of a rolling School Streets programme which implements sustainable, ongoing closures outside as many of the city's schools as possible, subject to highway feasibility.
- 3.3 In the 2021/2022 programme year, six school sites were prioritised for implementation: Downs Infant School (Florence Place), Downs Junior School (Grantham Road, Edburton Avenue), Hove Junior School (School Road, Marmion Road), St. Marys Catholic Primary School (Vale Gardens), Queens Park Primary School (Freshfield Place) and Westdene Primary School (Barn Rise).
- 3.4 Of the 2021/2022 sites, following a successful emergency programme roll out, Downs Infants School and St. Marys Catholic Primary School schemes are operational. Hove Junior School scheme & Queens Park Primary scheme & Westdene Primary School was implemented under ETROs have been implemented under Experimental Orders and the respective consultations will be presented back to this committee.

Downs Junior School (Grantham Road, Edburton Avenue)

- 3.5 The Downs Junior School Streets scheme design was finalised following consultation in Autumn 2021, and implemented using an ETRO (ETRO-27-2022) on 26 September 2022. The scheme includes the closure of Grantham Road and Edburton Avenue during School Streets enforcement hours (entry prohibited to non-exempt motor vehicles between 8:15am-9:15am and 2:45pm-3:45pm, Monday-Friday), installation of a modal filter at the junction of Grantham Road and Edburton Avenue, and the introduction of a one-way network on the school gate sections of Grantham Road and Edburton Avenue.. Pedestrian infrastructure improvements were also made on Grantham Road and Edburton Avenue. The design can be seen at Appendix 4.
- 3.6 The initial six month public ETRO comment period closed on 26 March 2023, and the scheme currently remains in full-time operation pending an ETS Committee decision. ETRO-27-2022 received 2 responses in total, these can be seen in Appendix 1.
- 3.7 One respondent expressed a concern that the closure would increase the risk of motor vehicle collisions and lead motor vehicle drivers to ignore the one-way restriction and travel 'illegally' in the wrong direction; they suggested narrowing the Rugby Road junction as a remedy to this.
- 3.8 In response to this objection, officers have attended site regularly to observe the in-situ site and sought feedback from the school. No 'illegal' behavior has been observed and no further issues raised in relation to this objection.. Furthermore, officers have reviewed collision data for this area and no collisions have been recorded at the site since the closure has been

operational. As it is not considered that these concerns have materialised officers will not be seeking to explore narrowing the Rugby Road junction at this time.

- 3.9 The second respondent noted their perception that the scheme did not work to restrict motor vehicles, that motor vehicle numbers have not diminished and motor vehicles are parking 'illegally' on 'School Keep Clear' signage on the road and speeding during closure times. In addition, they proposed a 5mph speed restriction and a design change.
- 3.10 In response to these comments officers undertook site visits and liaised with the school and no speeding or parking or 'illegal' parking was observed or notified by others but officers will continue to monitor the situation.. If future concerns are raised, officers will instruct Civil Enforcement Officers (CEOs) to attend the site during closure times to monitor this and respond accordingly.
- 3.11 Regarding concerns around motor vehicle numbers, this has not been observed and will be subject to upcoming and post-implementation monitoring. If a net rise is identified, officers would likely seek to address this via modification to the design, which would be subject to a future TRO and Transport and Sustainability Committee decision. Finally, officers have reviewed the design proposal submitted by the respondent and have concluded it mirrors the design that has been implemented via the ETRO and no further action is required in relation to this.
- 3.12 In March 2022 pre-implementation monitoring took place at the site and post-implementation monitoring will take place later this year, once the scheme has been operational for one full year. In lieu of post-implementation monitoring data, as aforementioned at section 3.8, accident data has been reviewed and no accidents have been reported in the scheme boundaries.

4. Analysis and consideration of alternative options

- 4.1 In 2021 an amendment to the Traffic Management Act 2004 granted Local Authorities in England the ability to apply to central government for greater enforcement powers, including the use of automatic number plate recognition (ANPR) cameras, which could positively impact the delivery of the School Streets programme in future years. ANPR cameras are widely used in London boroughs and other local authorities to enforce School Streets closures. In future, Brighton & Hove may apply for these powers for use at School Streets sites.
- 4.2 If the decision was made not to make the scheme permanent and removed there would be minor works required to return the public highway to pre scheme layout with financial implications.. Moreover this would contravene the wishes of local residents, parents and carers, school children and business who expressed their support throughout numerous consultation and engagement exercises.

5. Community engagement and consultation

In Autumn 2021, a six-week formal city-wide consultation was conducted for each respective 2021/2022 site. Collectively, the results of the consultations saw that 79.% of respondents support the principle of School Streets as a way to support safer travel to school. Furthermore, collectively 74% of respondents supported the proposals at the 2021/2022 sites. Further information on consultation feedback for the respective sites can be found at Appendix 2.

5.1 Downs Junior School (Grantham Road, Edburton Avenue)

5.2 Public consultation took place in Autumn 2021 and the formal consultation survey for the Downs Junior School Street scheme received 128 responses. 73% of respondents supported the principle of School Streets as a way to support safer travel to school. 62% of respondents supported the proposal at Downs Junior School.

5.3 ETRO-27-2022 was advertised and open for comment for a minimum of six month as detailed in Section 3 of the report.

5.4 A post-scheme questionnaire is currently being produced to determine if and how the scheme has affected travel behaviour and better understand current public opinion. The results of this survey will be analysed by officers and trends identified to understand if there have been changes to traffic behaviour and public opinion regarding the School Streets at this location and others since formal consultation that took place in Autumn 2021. location. Results will be published alongside traffic monitoring data when available.

6. Conclusion

6.1 The ETRO was advertised following due process and representations considered. Officers recommend that the provisions of ETRO-27-2022 is made permanent as set out in the recommendations in Section 2.

7. Financial implications

7.1 The costs associated with the recommendations of this report for the ETRO to be made permanent will be contained within existing budgets. Should a decision be made to not make the ETRO permanent, additional construction works would be required to return the highway and public realm to the original arrangement for which capital funding would need to be identified or reallocated from existing resources reducing available funds for earmarked schemes. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted: 20/06/23

8. Legal implications

8.2 The Council, as traffic authority, is empowered to make ETROs under the provisions of s9 of the Road Traffic Regulation Act 1984. An ETRO cannot

remain in force for longer than 18 months. Public notice must be given that the ETRO has been made, that the traffic authority will be considering in due course whether the provisions of the ETRO will continue in force indefinitely, and that any objections to the making of such a permanent order must be made within six months of the making of the ETRO or any order amending the same (Sched. 5 Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996). The traffic authority must give consideration to any duly made objection.

Name of lawyer consulted:

Date consulted (dd/mm/yy):

9. Equalities implications

- 9.1 The Equality Act 2010 requires public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure the design of infrastructure is accessible to all.
- 9.2 The permanent programme was initially operating under an Equality Impact Assessment developed during the COVID-19 emergency programme. The Equality Impact Assessment for the programme was reviewed and updated in April 2023, this is attached at Appendix 3.

10. Sustainability implications

- 10.1 The measures will improve the transport network for sustainable modes of transport by reallocating road space, predominantly at school drop off and pick up times when timed restrictions will be enforced.

11. Other Implications

Public health implications:

- 11.1 Enabling greater uptake of active travel across the City will provide both short and long term benefits to the mental and physical health of residents. This approach supports the implementation of the Brighton & Hove Health and Wellbeing Strategy.

Supporting Documentation

1. Appendices

1. ETRO comments
2. School Streets consultation
3. School Streets Equality Impact Assessment
4. Downs Junior School Street Design

2. Background documents

- [1. School Streets ETS committee report 21 September 2021](#)

Appendix 1 - ETRO comments summary

ETRO reference	School	Objection/support	Comment summary
ETRO-27-2022	Downs Junior School	Objection	<p>The council's new regulations which are designed to restrict traffic movement in roads beside schools, regretfully, do not work in Grantham Road, which is adjacent to Downs Junior School. Parents now find it easier to drop off their children, as they think that the change has been put in place for them.!</p> <p>At drop off and pick up times, traffic movement has not diminished at all. Cars park anywhere - including on the "nostopping" lines. Also cars travelling up Grantham Rd to the junction with Ditchling Rd are still turning right - despite the "no right turn " instruction in the road having been recently repainted.</p> <p>I was, impressed with the plans put forward in November 2021, to create a one way system so, am disappointed that these were not implemented. Whilst the plans were, probably, over ambitious, they would have solved any problems caused by through traffic. My personal preference has not changed, in that simply making the stretch of Grantham Rd,, going west from Ditchling Rd to Edburton Avenue , ONE WAY FROM DITCHLING RD, would prevent any vehicles from proceeding up Grantham Rd and right at the junction with Ditchling Rd. All traffic would be moving in one direction, (down Grantham Rd), speed could be restricted to 5mph and access limited to authorised vehicles between specified times. Local residents in Grantham Rd and Edburton Rd would not be inconvenienced to the same extent as the plans proposed in Nov 2021 as access would be available to all other roads, except the top end of Grantham Rd, past Downs Junior School.</p> <p>I hope you will appreciate that I am only interested in getting an effective traffic system in place.?</p> <p>If you would like to talk to me, please do not hesitate to contact me. I have a unique opportunity to look out of my first floor windows and see the carnage which often occurs on school day.</p> <p>It has to be said that many drivers do not observe the 20mph limit at school entry and exit times - or at any time. At the moment, it is hard to believe that anyone reads the signs - prominent as they are!</p>
ETRO-27-2022	Downs Junior School	Objection	<p>Hi, the new one way road layout around Downs Junior School in Edburton Avenue does not seem to be clear enough to car drivers. There are two No Entry signs at the Rugby Road junction but they are small and placed high on poles so not in a driver's line of vision. Every day there are cars driving the wrong way, on Saturday I saw three cars within 10 minutes. There is an accident waiting to happen and I am surprised one hasn't happened yet. Perhaps narrowing the Rugby Road junction could be considered as this is happening right outside a school entrance.</p>

School Streets programme 2021/2022 consultation results summary

Downs Infant School (Florence Place)

1. The School Streets scheme at Downs Infant School was a holdover from the emergency programme that was included in the roster because the site had not yet had an opportunity to benefit from infrastructure improvements.
2. A concept design was drafted for public consultation that included the installation of a swing gate and improvements to the pedestrian infrastructure on Florence Place.
3. The formal consultation survey for the Downs Infant School Street scheme received 80 responses. 87.5% of respondents expressed support for the principle of School Streets as a way to support safer travel to school. 85.5% of respondents expressed support for the proposal at Downs Infants School.
4. Following consultations, the design was finalised and implemented in Spring of 2022. As the closure at this site was already in operation and did not further modify the operation of traffic or parking the modifications did not require an additional Traffic Regulation Order. As of June 2023, the scheme remains in permanent full-time operation.

Downs Junior School (Grantham Road, Edburton Avenue)

5. The School Streets scheme at Downs Junior School was a holdover from the emergency programme that was included in the roster because the site had not yet had an opportunity to benefit from infrastructure improvements.
6. A concept design was drafted for public consultation that included the installation of a modal filter at the junction of Grantham Road and Edburton Avenue to prevent through traffic and rat-running on these roads. The traffic direction on the school gate sections of Grantham Road and Edburton Avenue were also changed to one-way in the west-bound and south-bound directions, respectively. Additionally, there

were modifications made to improve the pedestrian infrastructure on Grantham Road and Edburton Avenue.

7. The formal consultation survey for the Downs Junior School Street scheme received 128 responses. 73.4% of respondents expressed support for the principle of School Streets as a way to support safer travel to school. 62% of respondents expressed support for the proposal at Downs Junior School.
8. Following consultations, the design was finalised. Due to the complex nature of the scheme design, the scheme was implemented on an ETRO (TRO-27-2022) on 26th September 2022. The initial six-month public comment period closed on 26th March 2023, and the scheme remains in full-time operation pending an ETS Committee decision. The full summary of public comments are detailed in Appendix 1.

Hove Junior School (School Road, Marmion Road)

9. A concept design was drafted for public consultation that included the closure of School Road during school streets enforcement hours, traffic calming elements on School Road and its junction with Marmion Road, and improvements to pedestrian infrastructure on School Road.
10. The formal consultation survey for the scheme received 166 responses. 85.4% of respondents expressed support for the principle of School Streets as a way to support safer travel to school. 80.2% of respondents expressed support for the proposal at Hove Junior School.
11. The consultations revealed community concern about the impact the scheme would have on nearby West Hove Infant School on School Road. Further, the major residential development on School Road completed construction during this time which presented an opportunity to relocate permit parking bays on the road without reducing the parking supply. The design was thusly modified to expand the closure onto another segment of School Road and a segment of Marmion Road.
12. Due to the complex nature of the scheme design, the scheme was implemented on an ETRO (TRO-35-2022) on 03rd January 2023. As of

June 2023, the initial six-month ETRO comment period is still ongoing. The results of the comment period and recommendations for the scheme will be presented at a later committee meeting.

Queens Park Primary School (Freshfield Place)

13. A concept design was drafted for public consultation that included closure of Freshfield Place during school streets enforcement hours, the discontinuation of four (4) permit parking bays to provide space for improvements to pedestrian infrastructure, and the introduction of a give-way point near the school gate.
14. The formal consultation survey for the Queens Park Primary School Street scheme received 81 responses. 80.2% of respondents expressed support for the principle of School Streets as a way to support safer travel to school. 80.2% of respondents expressed support for the proposal at Downs Junior School.
15. Following consultations, the design was finalised. Due to the complex nature of the scheme design, and uncertainty regarding the scope and timeline of nearby projects, the scheme was implemented on an ETRO (TRO-26-2022) on 15th August 2022. The initial six-month public comment period closed on 15th February 2023, and the scheme remains in full-time operation pending an ETS Committee decision.
16. The successful roll-out of the School Streets scheme at Queens Park primary was frustrated by a breakdown in communication between school leadership and the School Streets project team primarily owing to the retirement of key members of school leadership. This has resulted in scheme that not currently reaching its full potential.
17. In the Spring of 2023, the School Streets project team has managed to successfully re-engage the new leadership at the school to begin planning coordinated efforts to raise awareness of the programme and improve its effectiveness. Crucially, the school has indicated that there may be a possibility of operating a physical closure at the site. As a result of this and other factors, the School Streets team is exploring the possibility of implementing a physical closure to enforce the motor vehicle traffic restrictions, as well as the potential for further supportive network design modifications in a future ETRO.

St. Marys Catholic Primary School (Vale Gardens)

18. A concept design was drafted for public consultation that included the closure of Vale Gardens during school streets enforcement hours, the installation of a swing gate and improvements to the pedestrian infrastructure at the junction of Vale Gardens and Church Road (A293).
19. The formal consultation survey for the St. Marys Catholic Primary School Street scheme received 25 responses. 84% of respondents expressed support for the principle of School Streets as a way to support safer travel to school. 84% of respondents expressed support for the proposal at St. Marys Catholic Primary School .
20. Following consultations, the design was finalised and implemented in Spring of 2022 on a Traffic Regulation Order (TRO-14-2022) alongside a modification of the citywide School Streets operation hours. The Traffic Regulation Order received only a single objection, but it related to the modification of citywide hours and not the installation of the St Mary's scheme. As of June 2023, the scheme remains in permanent full-time operation.

Westdene Primary School (Barn Rise)

21. A concept design was drafted for public consultation that included the closure of the segment of Barn Rise that features the school gate during school streets enforcement hours, a reorientation of the directionality of Barn Rise and Bankside from bi-directional to one-way in the east/south bout direction, an introduction of double yellow lines to support the one-ways and the closure/removal of a northbound slip road connecting Barn Rise to Bankside. The design also included some traffic calming measures and improvements to the pedestrian infrastructure on both Bankside and Barn Rise.
22. The formal consultation survey for the Westdene Primary School Street scheme received 260 responses. 75.1% of respondents expressed support for the principle of School Streets as a way to support safer travel to school. 70.2% of respondents expressed support for the proposal at Westdene Primary School Street .

23. The consultations identified several key concerns regarding safety of pedestrians and people riding cycles that were not addressed in the initial concept, but were added to the design when it was finalised. This included addressing concerns regarding the safety of pedestrians crossing Dene Vale to access the school, and the necessity for cycle users to maintain bi-directional access to Barn Rise and Bankside. The design was thusly modified to include a widened crossing point with a give-way restriction on Dene Vale, and the addition of cycle counterflow signage on Bankside.
24. Due to the complex nature of the scheme design, the scheme was implemented on an ETRO (TRO-30-2022 and TRO-30a-2022) on 22nd November 2022. However, due to extensive delays in construction the scheme was not fully operational until January 2023. Owing to this, the initial comment period will remain open through June 2023. The results of the comment period and recommendations for the scheme will be presented at a later committee meeting.

Equality Impact and Outcome Assessment (EIA) Template - 2019

EIAs make services better for everyone and support value for money by getting services right first time.

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users¹. They analyse how all our work as a council might impact differently on different groups². They help us make good decisions and evidence how we have reached these decisions³.

See end notes for full guidance. Either hover the mouse over the end note link (eg: Age¹³) or use the hyperlinks ('Ctrl' key and left click).

For further support or advice please contact:

- **BHCC: Communities, Equality and Third Sector Team on ext 2301**
- **CCG: Engagement and Equalities team (Jane Lodge/Debbie Ludlam)**

1. Equality Impact and Outcomes Assessment (EIA) Template

First, consider whether you need to complete an EIA, or if there is another way to evidence assessment of impacts, or that an EIA is not needed⁴.

Title of EIA⁵	Citywide School Streets Programme	ID No.⁶	
Team/Department⁷	Transport Projects		

Focus of EIA⁸

School Streets support the safe movement of children to and from school by creating streets that allow for more walking, cycling and scooting. Motor vehicle access to streets near school entrances is restricted during school drop off and pick up times which reduces vehicle congestion around the school gates and improves road safety. This in turn encourages and enables active, accessible, and sustainable travel by children and their parents/carers on the school journey.

The delivery of a School Streets programme is proposed within the national and local policy context. Nationally, the Government released their 'Gear Change' vision document in July 2020 which sets out the national ambition to make walking and cycling the natural choice for short journeys, or as part of a longer journey. Locally, the new Local Transport Plan 5 (LTP5) is being developed to help everyone move around the city more safely, sustainably, and easily. School Streets will support the vision, outcomes and principles of the new LTP5, as agreed by the ETS Committee on 22 June 2021. One of the key principles is shifting how people travel – prioritising walking and cycling for shorter journeys and public transport for longer journeys.

Initially 55 infant, junior and primary schools have been assessed for their eligibility for a School Streets closure. Implementation of infrastructure as part of School Streets will be complemented by support to schools by the Council through School Travel Planning, Personalised Travel Planning for parents/carers, cycle training for children and additional resources for schools to encourage participation in active travel initiatives such as Walk to School Week. Schools that are not eligible for a School Streets closure due to highway feasibility assessments will also receive support through provision of active travel resources and child cycle training delivered by Bike It Officers and Bikeability cycle trainers in schools.

As of April 2023, there are currently 9 operational School Streets across the city, with implementation due to take place on a further 4 this summer and the design process and implementation on a further 4 new sites to take place across the next financial year 2023/2024. Monitoring evaluation is currently underway on some operational sites with results expected in the Summer of 2023. It is anticipated that results will be similar to those seen in other national data collection, in where motor vehicle traffic reduces at closure points during closure times and active travel to and from school increases.

This overarching EIA considers any broad, disproportionate impacts of these changes to highlight any unique factors that might have disproportionate effects on people with protected characteristics.

2. Update on previous EIA and outcomes of previous actions⁹

What actions did you plan last time? (List them from the previous EIA)	What improved as a result? What outcomes have these actions achieved?	What <u>further</u> actions do you need to take? (add these to the Action plan below)
NA	NA	NA

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3. Review of information, equality analysis and potential actions

Groups to assess	What do you know ¹⁰ ? Summary of data about your service-users and/or staff	What do people tell you ¹¹ ? Summary of service-user and/or staff feedback	What does this mean ¹² ? Impacts identified from data and feedback (actual and potential)	What can you do ¹³ ? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and foster good relations
Age ¹⁴	<p>Residents of Brighton & Hove:</p> <p>41,735 0-15yrs (15%) 196,394 16-64yrs (71%) 38,978 65+ yrs (14%) including over 6% aged over 75.</p> <p>The city's population is predicted to get older, with the greatest projected increases by broad age band in the 60-69 years and 80-84 years categories.</p> <p>Brighton and Hove has a very different age profile compared to the South East and England.</p> <ul style="list-style-type: none"> - Fewer children aged 0 to 15 years (15%) – South East (19%), England (19%) - More working age adults aged 16 to 66 (72%) – South East (64%), England (65%) 	<p>Children of all ages are vulnerable network users, particularly during school run times.</p> <p>It is important for pupils and families to have access to a safe, comfortable and desirable environment for walking, wheeling and bicycle riding to schools and nurseries.</p> <p>Due to operational conflicts, it is possible that not all schools will be able to benefit from a school streets scheme.</p> <p>Changes to the transport network could impact access for carers that operate in the residential community within the closure.</p> <p>Adults of all ages, including those 65+, could be volunteers for volunteer-</p>	<p>Most children aged 5-10 will be directly or indirectly affected, and many children aged 0-4 and 11-15 may also be affected due to families with children of various ages travelling on school runs together and/or the adjacency of impacted schools to each other.</p> <p>Nationwide, children aged below 16 years are by far the most at risk of death or serious injury from motor vehicle crashes in the AM and PM during the school-run time periods (8-9am and 3-4pm) for each. The PM school-run and subsequent hours are particularly dangerous times for school aged children.</p> <p>There is evidence that the school run contributes to detrimental health impacts in school-aged children</p>	<p>All effort must be taken to provide school streets schemes at all schools to ensure that the positive impacts are experienced equally across the city</p> <p>In cases where schools cannot be considered for a school streets scheme due to operational conflicts within the transport network, supplementary measures should be considered to alleviate detrimental impacts of motor vehicle activity at and near the school</p> <p>Pursue opportunities to improve the safety and comfort of all people who may wish to walk, roll, or otherwise use the footway space as permitted.</p> <p>Pursue opportunities to ensure that cycle facilities improve the safety and</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
	<p>- Fewer older people aged over 66 (13%) – South East (17%), England (16%)</p> <p>A third of young people (aged 5 to 16) are physically inactive with around 1 in 3 children are currently driven to their primary school in the city</p> <p>22 % of adults are inactive 59 % adults are overweight or obese. 16% of adults cycle once a week</p>	operated closures.	<p>from automobile emissions, including for both children inside and outside of motor vehicles.</p> <p>School streets closures improve detrimental health and safety impacts of motor vehicle use on school-aged children during the school run time periods.</p> <p>Results from impacts monitoring in peer communities shows that school streets schemes result in reductions in automobile use near schools and for the purposes of school trips, and increases in use of active and sustainable modes for school trips</p> <p>The potential of school streets closures may not be fully realised without additional measures put in place to ensure that non-driving school trips are taken within a safe and</p>	<p>comfort of people of all ages and abilities who may wish to ride a cycle, including but not limited to bicycles and adaptive bicycles.</p> <p>Monitor and maintain implemented schemes to understand impact and determine if and when changes should be made, or additional measures considered</p> <p>Ensure that the infrastructure installed at volunteer-operated schemes does not pose a health and safety risk for older adults</p> <p>Ensure that a mechanism exists to ensure that carers of people living on closed streets maintain access at all times. Carers are exempt from all restrictions, and this is maintained at volunteer / school staff operated sites by gates</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
			<p>comfortable network.</p> <p>It is possible that pupils that are at risk from detrimental impacts or automobile-oriented environments will be excluded because their school will not receive a School Streets scheme due to operational conflicts.</p> <p>Traffic impacts and/or modification of parking linked to street closures or related infrastructure changes could affect the efficiency of care workers and others assisting older adults.</p> <p>Improperly designed or operated infrastructure at volunteer-led closures could pose a health and safety risk for older adults.</p> <p>Access impediments and/or removal of parking spaces linked to street closures or related infrastructure changes can affect how</p>	<p>being opened to grant access to carers. At sites that are signage only, carers are free to enter without a physical barrier.</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
			efficiently care workers and others assisting vulnerable people can operate.	
Disability¹⁵	<p>51,000 (22%) of adults in the city have two or more long term health conditions</p> <p>19,000 (8%) of adults in the city have mental and physical disabilities</p> <p>There are c.13,500 blue badge holders in the city</p> <p>There are c. 6,900 disabled concessionary bus pass holders in the city</p> <p>More than one in 20 residents say their day-to-day activities are 'limited a lot' due to a long-term health problem or being disabled.</p>	<p>Loss of access and parking can negatively impact Blue Badge holders, as well as SEND children and families that are not Blue Badge holders</p> <p>Footways and crossings must be of adequate width and design to facilitate safe access</p> <p>Bumps at crossings, controlled crossings and central waiting spaces are helpful for sight impaired people crossing roads.</p> <p>Flat surfaces and dropped kerbs are important for people using mobility aids.</p> <p>Audible signals at pedestrian crossings are important for those with hearing impairments.</p> <p>People with sight loss are</p>	<p>School street closures could diminish access for people with disabilities and special needs of all types.</p> <p>People with disabilities of any type that affects their ability to safely navigate the environment could be put at undue risk if interventions are not designed and operated in a manner that accommodates their needs</p> <p>People with disabilities of any type that affects their ability to access or understand information could be put at risk by changes in the environment that have not been properly communicated to them.</p> <p>Obstructions on the highway and footway and the condition of the pavements/roads put</p>	<p>Blue badge holders should be exempted from enforcement of school street closures.</p> <p>Ensure that a mechanism exists to ensure that carers of people living on closed streets maintain access at all times. Carers are exempt from all restrictions, and this is maintained at volunteer / school staff operated sites by gates being opened to grant access to carers. At sites that are signage only, carers are free to enter without a physical barrier. When included as part of schemes, any footways, crossings and cycling infrastructure, including cycle parking, should be designed and provided to accommodate safe access and use for disabled people</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
		<p>affected by difficulties navigating and seeing changes to signage, barriers and judging distances.</p> <p>People with learning disabilities can find it more difficult to understand the network, or changes to the network.</p> <p>Some disabled people rely heavily on carers visiting them at home and needing to park nearby.</p>	<p>disabled road users at greater risk.</p> <p>Access impediments and/or removal of parking spaces linked to street closures or related infrastructure changes can affect how efficiently care workers and others assisting disabled people living near schools can operate.</p>	<p>Wherever parking bays must be relocated or discontinued, disabled parking bays should only be discontinued as a measure of last resort.</p> <p>If disabled parking bays must be relocated, these need to be as close as possible to previous bay locations.</p> <p>Information shared publicly must be shared in a timely fashion and be accessible and inclusive, as must the mechanisms for consultations.</p> <p>Ensure that a mechanism exists to ensure that carers of people living on closed streets always maintain access</p> <p>Engage with local disability groups to update them on changes to network.</p>
Gender reassignment¹⁶	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
Pregnancy and maternity¹⁷	25% of households in the city have dependent children.	<p>People who are pregnant or have recently been pregnant may have greater difficulty managing the school run, particularly if there are multiple children across different age groups in the household.</p> <p>People who are pregnant or have recently been pregnant could be volunteers for volunteer-operated closures</p>	<p>People who are pregnant or have recently been pregnant may be less able or willing to shift from driving to active or sustainable modes when travelling with multiple children and/or children across multiple age groups.</p> <p>Improperly designed or operated infrastructure at volunteer-led closures could pose a health and safety risk for people who are pregnant or have recently been pregnant</p>	<p>Ensure that schools have an up-to-date travel plan.</p> <p>Where possible, ensure that schools arrange a park-and-stride location or there is close by on street parking that acts as a park-and-stride. All park-and-strides should be accessible for those with pushchairs and wheelchairs.</p> <p>Ensure that the infrastructure installed at volunteer-operated schemes does not pose a health and safety risk for people who are pregnant or have recently been pregnant</p>
Race/ethnicity¹⁸ Including migrants, refugees and asylum seekers	<p>19.5% of the city's population are from Black and Racially Minoritised groups, 80.5% are White British.</p> <p>8.3% of the population do not speak English as their preferred or first language.</p>		<p>People who do not speak English or have poor English skills may struggle to access information about the changes that would help keep them safe.</p> <p>People from Black and Racially Minoritised groups</p>	<p>Ensure interpreting services are available to support customers whose first language is not English.</p> <p>Share information about the transport changes with local groups for wider</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
			are often under-represented in engagements and consultations	dissemination to different communities.
Religion or belief¹⁹	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.
Sex/Gender²⁰	<p>The gender split of Brighton & Hove's population is even (50/50).</p> <p>0.35% of people aged 16 years and over identified as non-binary in Brighton and Hove.</p> <p>Among young children and school-aged children (aged 0-15) there are slightly more males (51%) than females (49%).</p> <p>Age 0-4: 12,987</p> <ul style="list-style-type: none"> • Male: 6,715 (52%) • Female: 6,272 (48%) <p>Age 5-10: 17,384</p> <ul style="list-style-type: none"> • Male: 8,873 (51%) • Female: 8,511 (49%) <p>Age 11-15: 14,379</p> <ul style="list-style-type: none"> • Male: 7,386 (51%) 	<p>School aged girls are less likely than school aged boys to travel to school using active or sustainable modes</p> <p>Women are more likely to be travelling with, and accompanying children on, the school run.</p> <p>Women are more likely to be the lone parent in single parent households.</p> <p>Women and girls are more likely to walk or ride a bicycle if they feel the route is safe (both physically and socially).</p> <p>Obstacles on cycling routes are more likely to impact women who may be</p>	<p>Women who are travelling with children are more likely to be impacted by closures and related interventions.</p> <p>Women and girls are more likely to walk, roll, or otherwise use the footway space as permitted if they feel the route is safe (both physically and socially)</p> <p>Protected cycling infrastructure, separated or away from motor vehicles, is more likely to encourage women, girls and families to ride a bicycle.</p> <p>Men and boys who are more confident and/or comfortable are nonetheless put at higher</p>	<p>Pursue opportunities to improve the safety and comfort of all people who may wish to walk, roll, or otherwise use the footway space as permitted. This would include providing drop kerbs where possible and improving surface materials for wheeling.</p> <p>Pursue opportunities to ensure that bicycle facilities improve the safety and comfort of people of all ages and abilities who may wish to ride a bicycle.</p> <p>Ensure that a mechanism exists to ensure that carers of people living on closed streets maintain access at all times.</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and foster good relations
	<ul style="list-style-type: none"> Female: 6,993 (49%) 	<p>travelling with children and larger, adapted cycles / cargo cycles.</p> <p>The majority of home and professional caregivers are women.</p> <p>Nationwide, nearly twice as many school-aged boys were injured or killed in road traffic collisions as school aged girls.</p> <p>People of all sex/genders could be volunteers for volunteer-operated closures.</p>	<p>risk of death or serious injury when the network on which they are travelling does not maximise safety for users of all modes in design.</p> <p>Access impediments and/or removal of parking spaces linked to street closures or related infrastructure changes can affect how efficiently care workers and others assisting vulnerable people can operate.</p> <p>Improperly designed or operated infrastructure at volunteer-led closures could pose a health and safety risk for women</p>	<p>Ensure that the infrastructure installed at volunteer-operated schemes does not pose a health and safety risk for people of any gender.</p> <p>Ensure that schools have an up-to-date travel plan.</p>
Sexual orientation²¹	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.
Marriage and civil partnership²²	There are 8,635 lone parent families in the city	Lone parents often have greater difficulty managing the school run, particularly if there are multiple children across different age groups in the household.	Lone parents may be less able or willing to shift from driving to active or sustainable modes when travelling with multiple children and/or children across multiple age groups.	<p>Ensure that schools have an up-to-date travel plan that consider the needs and options for single-parent households.</p> <p>Where possible, ensure</p>

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
				that schools arrange a park-and-stride location.
Community Cohesion²³	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.
Other relevant groups²⁴	49,833 (17.2%) of Brighton & Hove residents live in one of the most deprived 20% of areas in England	There is a link between deprivation and access and safety of the transport network	Nationwide, school-aged children from the most deprived quintile of the population are nearly 4-5 times more likely to be killed or seriously injured in a traffic collision than school-aged children from the least deprived quintile of the population	Seek opportunities to incorporate community supportive infrastructure improvements in schemes that are supporting populations or areas of higher deprivation Consider the levels of deprivation of school student populations, as well as neighbourhood areas of schools, when scoring schools for prioritisation
Cumulative impact²⁵	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.	No specific impacts identified for this group.
Assessment of overall impacts and any further recommendations ²⁶				

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
<p>Brighton & Hove City Council (BHCC) declared a climate and biodiversity emergency in December 2018 and committed to becoming a carbon neutral city by 2030. BHCC has created a programme of works that will help residents, visitors and businesses play their part and get the benefits of reaching the 2030 target. These include an improved and healthier environment for everyone and reducing the impacts of the climate and biodiversity emergency. Over a third of Brighton & Hove's carbon emissions come from transport and the BHCC Climate Assembly acknowledged that the city needs to see a shift to public transport and active forms of travel to bring down the carbon and nitrous oxide emissions, which affect everyone in the city. 10 recommendations were made by the BHCC Climate Assembly to be considered by the council in developing its Local Transport Plan and Local Cycling and Walking Infrastructure Plan. This includes numerous points that School Streets are able to satisfy, notably the creation of healthier low traffic/pedestrianised communities.</p> <p>School Streets schemes are a global success, with over 1000 school streets around the world and half of these in the UK. School Streets schemes reduce congestion and vehicles travelling through the School Street, reduce pollution around the school entrance, encourage more walking, cycling, wheeling and active journeys from pupils and parents/carers, result in less inconsiderate parking and dangerous manoeuvres, create a calmer, safer and cleaner environment, encourage independent mobility and create space for community connection and sociability.</p> <p>In Brighton and Hove restrictions are timed for 2 respective 1 hour sessions; morning drop off and afternoon pick up. School Streets schemes have clear benefits for all residents in the city, there are however some potential negative impacts for certain people and/or groups as a result of timed closures. The following table lists these potential negative impacts and advises recommendations on how to overcome them:</p>				
Potential negative impact		Recommendations for mitigation		
Parents/carers may experience greater difficulty managing the school run, particularly if there are multiple children across different age groups in the household.		Road closure restrictions are to operate within reasonably close proximity to the school so that those people who have to drive to school due their personal circumstances can park within a short walking distance to the school. Where possible, introduce park-and-stride and walking bus schemes to support parents at drop off and pick up.		
Improperly designed or operated infrastructure at manned closures could pose a health and safety risk for all groups		Training to be provided to all individuals who operate closures and a guidance document is provided upon appointment which refresher training sessions offered periodically. Road Safety Audits are undertaken at stage 1, 2 and 3 on all schemes and		

Groups to assess	What do you know¹⁰? Summary of data about your service-users and/or staff	What do people tell you¹¹? Summary of service-user and/or staff feedback	What does this mean¹²? Impacts identified from data and feedback (actual and potential)	What can you do¹³? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and foster good relations
			required changes to schemes will be implemented in line with safety requirements.	
Removal of parking spaces linked to street closures or related infrastructure changes can affect how efficiently care workers and others assisting vulnerable people can operate.			Care workers will be granted access to closures at all times, if visiting a resident/business that is within the closure. Pay and Display parking will be maintained wherever practicably possible.	
People with disabilities who are not blue badge holders may be impacted by access restrictions as they will not be able to enter closed roads in a motor vehicle during restricted hours.			People with disabilities who are not blue badge holders who need to enter the closure for permitted reasons will always be granted access i.e. residents, attend the school, work within the closure.	
People who do not speak English or have poor English skills may struggle to access information about the changes that would help keep them safe.			Translated information will be available on request and the BHCC will work with schools to identify any individuals that would benefit from translated information and provide this to communities.	
Restricted access for all groups during the construction phase.			During the construction phase, BHCC will be working with the contractor to ensure access is maintained. This will be a requirement of the works and further details will be provided in the phasing of the scheme and made available via communications and / or on the BHCC website. On site supervision will ensure this is monitored and access is reasonably maintained.	
<p>School Streets is a rolling programme and is always adapting and evolving based on lessons learnt and knowledge acquired as more schemes are developed. Officers are committed to revisiting the EIA on a yearly basis in line with the programme, to assess impacts against the changeable nature of the programme i.e. different sites require many different measures.</p>				

4. List detailed data and/or community feedback that informed your EIA

Title (of data, research or engagement)	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with? (add these to the Action Plan below, with a timeframe)
BHCC Corporate Plan 2020-2023	2020		
Brighton & Hove Joint Health and Wellbeing Strategy 2019-2030	2019		
Developing a new transport plan for Brighton & Hove, BHCC	September 2021		
Mid-Year Population Estimates, UK, June 2020 Office for National Statistics	2021		
School Streets East Sussex Trial Project 2021 East Sussex County Council	2021		
Reported Road Casualties Great Britain Annual Report - DfT	2018, 2019, 2020		
Road injury prevention: Resources to support schools to promote safe active travel - Public Health England	2016		

School Street Closures and Traffic Displacement Project: A Literature Review with Semi-Structured Interviews – Dr. Adrian Davis, Edinburgh Napier University	August 2020		
School Streets: Intervention Sites vs. Control Sites Full Report – Transport for London	January 2021		
School Streets: Reducing children’s exposure to toxic air pollution and road danger – Possible, Mums for Lungs	January 2021		
Equalities Impact Assessment – Local Transport Plan 5 initial document	August 2021		
Equalities Impact Assessment - Active Travel Fund Programme (Tranche 2)	July 2021		
Public consultations on the development of design options for school streets schemes	2021/2022 and 2022/2023 scheme consultation complete. As this is a rolling programme, consultation will be on-going each year at specific locations.		

Active and Inclusive Travel Forum	Ongoing		
Census 2021 data	March 2023		

5. Prioritised Action Plan²⁷

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
All	Ensure clear, accessible, timely and inclusive information about the changes to the transport network and is published publicly, as well as the process being followed	More people aware of what the council is doing and why, and can plan their journeys accordingly	Fewer public enquiries about the changes	As and when changes to the transport network are made and/or altered
All (particularly disabled people, Black and Racially Minoritised groups and carers)	Share information about transport network changes with schools, residents, and local community/representative groups in appropriate formats to disseminate widely	Wider groups are aware and understand the changes and can plan their journeys accordingly	Fewer public enquiries about the changes from specific groups of users	As and when changes to the transport network are made and/or altered
All (particularly underrepresented groups)	Engage further with schools, residents, charities and local community/representative groups to understand the key transport and travel issues for specific communities/user groups	Feedback from specific communities / user groups will shape future changes	Fewer negative impacts/complaints about the measures from specific user groups	Throughout the planning, implementation, and ongoing monitoring phases of the program
All	Provide alternative mechanisms for people to feed back their views.	People with limited or no access to the internet can constructively share their views on the changes	Wider range of views inform the design of future transport changes	Throughout the planning, implementation, and ongoing monitoring phases of the program
All	Ensure measures that reallocate road space for walking and bicycle riding	Transport network users of all ages, abilities, and comfort levels are able to	No complaints about the ability to utilise active travel from the changes	Throughout the planning, implementation, and ongoing monitoring

	meet design and accessibility standards for people of all ages, abilities, and comfort levels	utilise the new measures safely and without obstruction	or incidents /injury caused. Road safety audits not highlighting any issues with the design of schemes for disabled people.	phases of the program
All (but particularly parents and pregnant people, women and girls, school-aged children, disabled people)	Ensure measures that reallocate road space for walking and bicycle riding are designed to maximise use by people of all comfort levels	Transport network users of all ages, abilities, and genders feel safe and comfortable utilising the new measures	Decrease in number of users citing safety and comfort as a barrier to active travel for school trips	Throughout the planning, implementation, and ongoing monitoring phases of the program
All (but particularly lone parents and/or pregnant people or people who were recently pregnant)	Ensure that schools have an up-to-date travel plan that considers needs of different user groups and clearly defines options for families of all situations. Where possible, ensure that schools arrange a park-and-stride location.	Affected groups are aware and understand the changes and their options and can plan their journeys accordingly People who are unable or unwilling to forgo a private motor vehicle are provided with a clear, safe location to park for pick-ups and drop offs.	Fewer public enquiries about the changes. Fewer negative impacts/ complaints about the measures. Decrease in the number of pick ups and drop offs on nearby neighbourhood streets.	As changes to the transport network are planned and implemented
Disabled people	Ensure measures that reallocate road space for walking and bicycle riding meet design and accessibility standards for people of all abilities, and are an appropriate width to accommodate adapted cycles and child trailers.	Transport network users of all ages, abilities, and comfort levels are able to utilise the new measures safely and without obstruction.	No complaints about the accessibility of the changes from disabled people or incidents/ injury caused. Road safety audits not highlighting any issues with the design of schemes for disabled people.	Throughout the planning, implementation, and ongoing monitoring phases of the programme.

Disabled people	Ensure that the placement and operation of signs and barriers do not cause obstructions for disabled users	Disabled people are unimpeded when using reallocated space	No complaints about the accessibility of the changes from disabled people or incidents/injury caused	As changes to the transport network are planned and implemented
Disabled people	Ensure essential access for disabled people is maintained in all areas	Disabled people are not prevented from accessing school street closures	No complaints about the accessibility of the changes from disabled people	As changes to the transport network are planned and implemented
Disabled people	Wherever possible, ensure disabled parking bays are not removed, but if this is necessary, relocate bays to the nearest possible site	Disabled car users are not disadvantaged or prevented from accessing school street closures	No complaints about the accessibility of the changes from disabled people	As changes to the transport network are planned and implemented
People with low or no income	Seek opportunities to incorporate community supportive infrastructure improvements in schemes that are supporting populations or areas of higher deprivation	Transport network users of all ages, abilities, and comfort levels from higher-deprivation populations or areas are able to utilise the new measures safely and without obstruction	No complaints about the changes from or regarding people with lower incomes Road safety audits not highlighting any issues with the design of schemes Decrease number of users citing safety and comfort as barriers to active travel	Throughout the planning, implementation, and ongoing monitoring phases of the program
People with low or no income	Consider the levels of deprivation of school student populations, as well as neighbourhood areas of schools, when scoring schools for prioritisation	Schools with students from higher-deprivation populations and/or are located in higher-deprivation areas are given additional points towards prioritisation	Number of schools with students from higher-deprivation populations and/or are located in higher-deprivation areas being prioritised for a scheme each year	Throughout the planning and monitoring phases of the program

EIA sign-off: (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

Staff member completing Equality Impact Assessment: Jazmine Hayes, Senior Project Manager

Date: 18th April 2023

Directorate Management Team rep or Head of Service/Commissioning: David Parker, Head of Transport Projects & Engineering

Date: 18th April 2023

CCG or BHCC Equality lead:

Date:

Guidance end-notes

¹ The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the council must be aware of our equality duties and apply them appropriately in their work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral and rigorous part of your decision-making and influence the process.
- **Sufficient Information:** you must assess what information you have and what is needed to give proper consideration.
- **No delegation:** the council is responsible for ensuring that any contracted services which provide services on our behalf can comply with the duty, are required in contracts to comply with it, and do comply in practice. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy is developed/agreed, and when it is implemented/reviewed.
- **Proper Record Keeping:** to show that we have fulfilled our duties we must keep records of the process and the impacts identified.

NB: Filling out this EIA in itself does not meet the requirements of the equality duty. All the requirements above must be fulfilled or the EIA (and any decision based on it) may be open to challenge. Properly used, an EIA can be a tool to help us comply with our equality duty and as a record that to demonstrate that we have done so.

² Our duties in the Equality Act 2010

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the impact and potential impact of our activities on all people in relation to their ‘protected characteristics’ (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on what you are assessing, who it might affect, those groups’ vulnerability, and how serious any potential impacts might be. We use this EIA template to complete this process and evidence our consideration.

The following are the duties in the Act. You must give ‘due regard’ (pay conscious attention) to the need to:

- **avoid, reduce or minimise negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- **advance equality of opportunity.** This means the need to:
 - Remove or minimise disadvantages suffered by people due to their protected characteristics
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low
 - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not.** This means:
 - Tackle prejudice
 - Promote understanding

³ EIAs are always proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The numbers of people affected
- The size of the likely impact
- The vulnerability of the people affected within the context

The greater the impacts, the more thorough and demanding the process required by the Act will be.

⁴ **When to complete an EIA:**

- When planning or developing a new service, policy or strategy
- When reviewing an existing service, policy or strategy
- When ending or substantially changing a service, policy or strategy
- When there is an important change in the service, policy or strategy, or in the city (eg: a change in population), or at a national level (eg: a change of legislation)

Assessment of equality impact can be evidenced as part of the process of reviewing or needs assessment or strategy development or consultation or planning. It does not have to be on this template, but must be documented. Wherever possible, build the EIA into your usual planning/review processes.

Do you need to complete an EIA? Consider:

- Is the policy, decision or service likely to be relevant to a specific group or groups (eg: older people)?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?
- How vulnerable are the people (potentially) affected?

If there are potential impacts on people but you decide not to complete an EIA it is usually sensible to document why.

⁵ **Title of EIA:** This should clearly explain what service / policy / strategy / change you are assessing

⁶ **ID no:** The unique reference for this EIA. If in doubt contact your CCG or BHCC equality lead (see page 1)

⁷ **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

⁸ **Focus of EIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Assessment (EIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the policy, practice, service or function?
- Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the policy, practice, service or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes or improvements, and what should the benefits be?
- What do existing or previous inspections of the policy, practice, service or function tell you?
- What is the reason for the proposal or change (financial, service, legal etc)? The Act requires us to make these clear.

⁹ **Previous actions:** If there is no previous EIA or this assessment if of a new service, then simply write 'not applicable'.

¹⁰ **Data:** Make sure you have enough data to inform your EIA.

- What data relevant to the impact on specific groups of the policy/decision/service is available?¹⁰
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the groups identified above in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?
- Use local sources of data (eg: JSNA: <http://www.bhconnected.org.uk/content/needs-assessments> and Community Insight: <http://brighton-hove.communityinsight.org/#>) and national ones where they are relevant.

¹¹ **Engagement:** You must engage appropriately with those likely to be affected to fulfil the equality duty.

- What do people tell you about the services?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
 - (a) consult when proposals are still at a formative stage;
 - (b) explain what is proposed and why, to allow intelligent consideration and response;
 - (c) allow enough time for consultation;
 - (d) make sure what people tell you is properly considered in the final decision.

-
- Try to consult in ways that ensure all perspectives can be considered.
 - Identify any gaps in who has been consulted and identify ways to address this.

¹² Your EIA must get to grips fully and properly with actual and potential impacts.

- The equality duty does not stop decisions or changes, but means we must conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
 - Are one or more groups affected differently and/or disadvantaged? How, and to what extent?
 - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
 - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
 - If there is negative differential impact, how can you minimise that while taking into account your overall aims
 - Do the effects amount to unlawful discrimination? If so the plan must be modified.
 - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

¹³ Consider all three aims of the Act: removing barriers, and also identifying positive actions we can take.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to improve the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EIA which has attempted to airbrush the facts is an EIA that is vulnerable to challenge.

¹⁴ **Age:** People of all ages

¹⁵ **Disability:** A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis.

¹⁶ **Gender Reassignment:** A transgender person is someone who proposes to, starts or has completed a process to change their gender. A person does not need to be under medical supervision to be protected

¹⁷ **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

¹⁸ **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

¹⁹ **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

²⁰ **Sex/Gender:** Both men and women are covered under the Act.

²¹ **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

²² **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

²³ **Community Cohesion:** What must happen in all communities to enable different groups of people to get on well together.

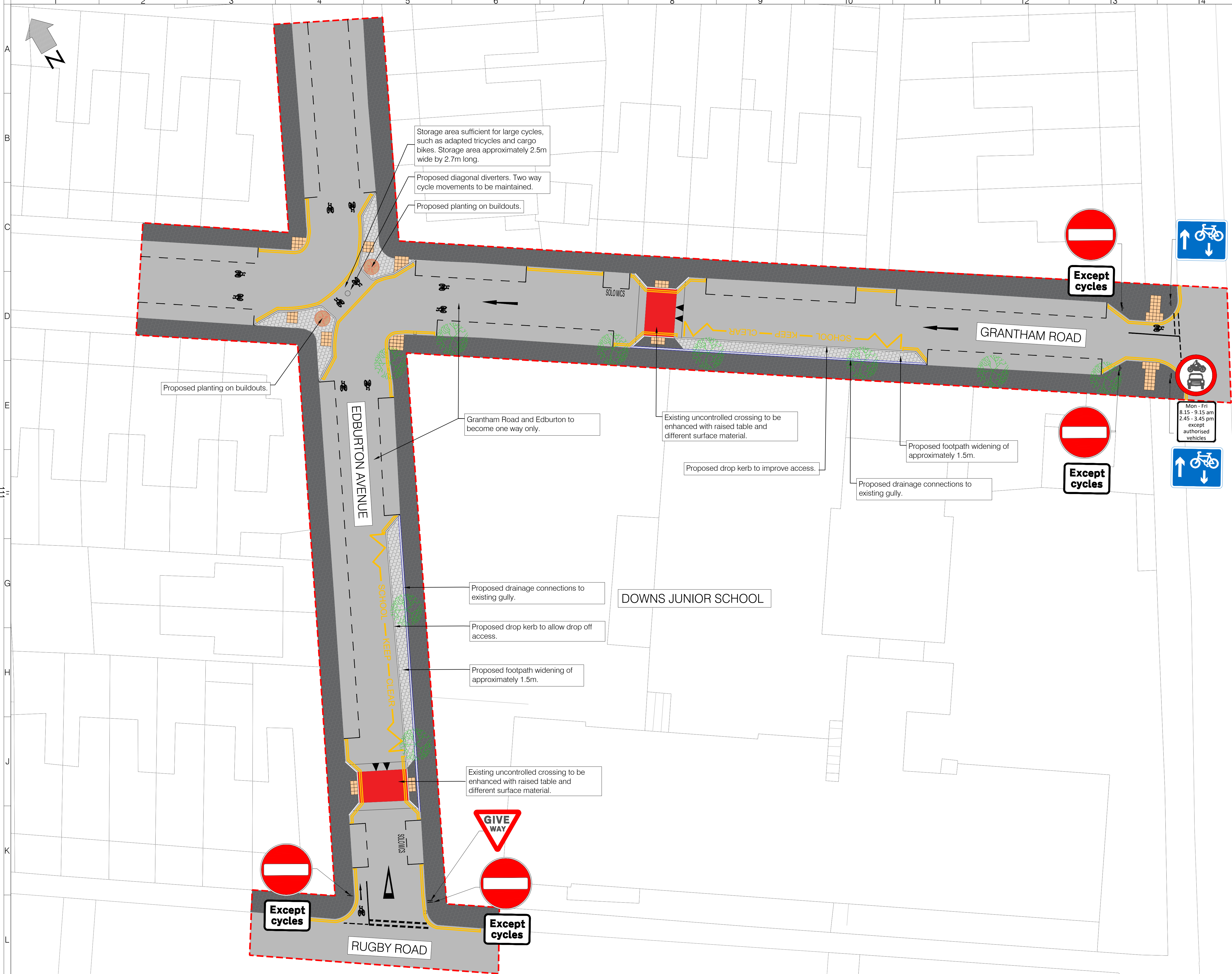
²⁴ **Other relevant groups:** e.g.: Carers, people experiencing domestic and/or sexual violence, substance misusers, homeless people, looked after children, ex-armed forces personnel, people on the Autistic spectrum etc

²⁵ **Cumulative Impact:** This is an impact that appears when you consider services or activities together. A change or activity in one area may create an impact somewhere else

²⁶ **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

²⁷ **Action Planning:** The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.



LEGEND

- FOOTWAY - EXISTING
- FOOTWAY - PROPOSED
- CARRIAGEWAY
- BUILDOUT - PROPOSED
- INFORMAL CROSSING - PROPOSED (DESIGN TBC)
- TREE - EXISTING
- DRAINAGE - EXISTING
- DRAINAGE - PROPOSED
- DRAINAGE CONNECTION - PROPOSED
- TACTILE - BUFF
- SIGN - PROPOSED
- SIGN - RETAINED
- SIGN - RELOCATED
- PLANTING - PROPOSED
- RED LINE BOUNDARY

NOTES

- All dimensions are in metres unless otherwise specified.
- Do not scale from this drawings, use printed dimensions only.
- All drawings are conceptual for discussion purposes only. These plans should not be used to inform any part of the construction process.
- No Topographical Survey has been undertaken to inform any proposals.

Rev	Date	Description	Drn	Chk	App
A	01/06/22	Revisions to Plans Following Stakeholder Feedback	RF	BM	BM
0	17/05/22	First Submission	RF	BM	BM

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client:

Project: SCHOOL STREETS CONCEPT DESIGN UPDATES DOWNS JUNIOR SCHOOL

Drawing Title: CONCEPT ARRANGEMENT SHEET 3 OF 8

Drawing Status: CONCEPT DESIGN

Drawn	Designed	Date	Scale	Size
RF	RF	JUNE 22	1:200	A1

Drawing No. 1000008269-010-03

