

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

4.30pm 24 OCTOBER 2013

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillors Cobb (Chair), Randall (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cox, Daniel, Davey, Deane, Duncan, Farrow, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, Jones, Kennedy, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Meadows, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Pidgeon, Pissaridou, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls and Wells.

PART ONE

29. DECLARATIONS OF INTEREST

29.1 There were no declarations of interests in matters appearing on the agenda.

30. MINUTES

30.1 The minutes of the last ordinary meeting held on the 18th July 2013 were approved and signed by the Mayor as a correct record of the proceedings.

31. MAYOR'S COMMUNICATIONS.

31.1 The Mayor stated that she was very pleased to announce that Brighton & Hove had been recognised by the European Commission for its exceptional achievement in the field of urban transport, by securing the runner-up position for the Civitas award 'Category III'. She congratulated everyone involved and asked that Councillor Davey and Tom Campbell as Project Manager to come forward to collect the award.

31.2 The Mayor stated that following consultations with the Leaders of the 3 Groups, she had agreed that Item 40, Protocol for Appointment of Freeman/Women should be withdrawn from the agenda. There would be further discussions with the Leaders and the Groups prior to a report being brought to the Council in due course.

31.3 The Mayor stated that she had also been informed by Councillor Bennett that she would like to withdraw her oral question listed under Item 36(g) on the agenda as the matter has been resolved.

31.4 The Mayor then outlined a number of forthcoming charity events and invited Members to attend them wherever possible.

32. TO RECEIVE PETITIONS AND E-PETITIONS.

32.1 The Mayor invited the submission of petitions from councillors and members of the public. She reminded the Council that petitions would be referred to the appropriate decision-making body without debate and the person presenting the petition would be invited to attend the meeting to which the petition was referred.

32.2 Mr. Aizupietis presented a petition signed by 24 residents seeking the removal of double yellow lines in Goodwood Way.

32.3 Councillor G. Theobald presented a petition on behalf of Ms. Verenne, which was signed by 90 residents opposing sheep grazing on Ladies Mile Local Nature Reserve.

32.4 The Mayor noted that there were no other petitions to be presented.

33. WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC.

33.1 The Mayor reported that two written questions had been received from members of the public and invited Mr. Georgiou to come forward and address the council.

33.2 Mr. Georgiou thanked the Mayor and asked the following question; "I would like the council to outline their plans to prevent divisions emerging between the schools in Hove and Portslade and if a fairer distribution of funding needs to be implemented. Serious funding gaps now exist due to the council allowing the schools in Hove to grow with the financing of additional classrooms and facilities whilst the Portslade schools remain under capacity and as a consequence underfunded. My daughter has recently started in Reception at Brackenbury School and they face £54k deficit with their budget from last year meaning a Reception teacher has already been redeployed. As a consequence, as parents, we fear we are starting to see a decline in standards of a school that has recently been rated good by the Ofsted report."

33.3 Councillor Shanks replied; "The issue is that the funding of schools is actually a national government formula and it's at least 80% of the funding for schools is related to the number of children in the school. Another bit of the formula, is about the different circumstances of each school and the proportion of pupils who are disadvantaged or have special educational needs, so the amount for pupils in each school is different.

For example the average funding in 2013-14 for Portslade Primary Schools £3856 per pupil compared to £3414 in Hove and in Brackenbury, this year, is £3750 and the average for all primary schools is £3700 so they are similar. It is a difficult thing to judge where preferences will be and so a decision was taken to increase the numbers at Brackenbury in fact to make it into Portslade Primary School and St. Nicholas' School next door which was what the governors of those schools asked for and what parents wanted as well; to have through schools.

The council has invested a lot of money in that, we have put £1.5 million in to Brackenbury to provide the classrooms and we're also investing in St. Peters in

Portslade and in St. Nicholas' Primary School. The numbers in Hove have increased a lot and the numbers in Portslade have also increased though not to the same extent and some parents are choosing to attend schools in Portslade and it's not very far away but parents also have a choice and so they decide where they would rather go. We would like them to be able to go locally so we have also expanded some of our schools in Hove.

I think we've now reached the limit of that, we don't want more capacity than we've got numbers of children so next year hopefully we will see that school full. It has been difficult but we have actually given some extra funding to Brackenbury to see them through that."

- 33.4 Mr. Georgiou asked the following supplementary question; "If the capacity is reached next year then that potentially will mitigate the impact of the school remaining well below capacity this year and we feel that as a direct knock on effect by you increasing the capacity of the Hove schools where traditionally they would overspill in to Portslade we have the problem created from that so it would be good to monitor and make sure it does happen next year."
- 33.5 Councillor Shanks replied; "That is our expectation, Brackenbury did have a good Ofsted recently and it's a very good school I visited recently myself and I think the new building works have made it a nice place to be."
- 33.6 The Mayor thanked Mr. Georgiou for his questions and invited Mr. Guichard to come forward and address the council.
- 33.7 Mr. Guichard thanked the Mayor and asked the following question; "Currently the speed limit on Warren Road into Woodingdean from the top of Elm Grove is 40mph and doesn't drop to 30mph until it reaches Roseberry Avenue just before the Nuffield Hospital, meaning traffic is travelling into the village round a dangerous corner and down Warren Hill at great speed!

Will Councillor Davey agree to reducing the speed limit on this very busy road from 40mph down to 30mph

- a. Either from the top of Elm Grove
- b. The junction with Wilson Avenue
- c. Just before the junction with Downland Road.

The preference from the residents of the Woodingdean Association would be from the top of Elm Grove all the way down to the village."

- 33.8 Councillor Davey replied; "It isn't actually within my gift to reduce speed limits and when looking at changing speed limits it is necessary to carry out detailed analysis on the road conditions, speed surveys, traffic counts and looking at accident data as well as road geometry and a lot of that has been going on in the central city area as you're probably aware.

Warren Road is already planned to be looked at as part of the phase 3 work of the 20 Mile per hour speed limits project and we'll be looking at that next year. At that point

there'll be an opportunity for local residents, businesses and Ward Councillors to feed into that process with information about what local issues and to present any specific suggestions that you might have about how any problems can be addressed and then final decisions will be made by the Environment Transport and Sustainability Committee.

So I think that will be an opportunity to look at road safety improvements in that whole area and I look forward to the ongoing engagement when that comes up."

- 33.9 Mr. Guichard asked the following supplementary question; "The fact that throughout the City, we are dropping the speed limit to 20 miles per hour; it doesn't it make sense that we in Woodingdean are still driving at 40 miles an hour. There's such a big difference that dropping down to 30 miles an hour with immediate effect or as soon as possible will be very legitimate."
- 33.10 Councillor Davey replied; "I must repeat that it is not within my gift to decide speed limits anywhere and it will need to be looked at as part of a proper survey and in co-operation with the police and the local community and that can be done next year in the Phase 3."
- 33.11 The Mayor thanked Mr. Guichard for attending the meeting and his questions and noted that concluded the item.

34. DEPUTATIONS FROM MEMBERS OF THE PUBLIC.

- 34.1 The Mayor noted that no deputations had been received for the present meeting.

35. WRITTEN QUESTIONS FROM COUNCILLORS.

- 35.1 The Mayor reminded the Council that written questions from Members and the replies from the appropriate councillor were now taken as read by reference to the list included in the addendum, which had been circulated as detailed below:

(a) Councillor G. Theobald

- 35.2 "In relation to the proposed new permanent traveller site at Horsdean:
- 1) What is the estimated cost of the pumping station and piping under the A27 to connect the proposed traveller site to the mains sewer system in Patcham?
 - 2) How much money has been spent so far on the planning application and preparatory work for the proposed new traveller site and has this come from the Council's general fund or from the Government grant for the site?
 - 3) What is the estimated final total cost of the proposed new traveller site?
 - 4) Bearing in mind that it is a criminal offence to deliberately or accidentally pollute a controlled water zone such as that at Ewe Bottom, who will be liable if there is a contamination incident from the proposed new traveller site?
 - 5) Have the Highways Agency been consulted about drilling under the A27 and, if so, what is their view about the effect this will have on the stability of the bank given that it is built on a coombe deposit?"

Reply from Councillor West, Chair of the Environment, Transport & Sustainability Committee.

35.3 “1) We have looked at four options in an options appraisal for handling waste water from the site. The costs ranged from £249k to £528k when considering total capital and revenue costs over 10 years. The option of piping under the A27 to connect to the mains sewer system in Patcham was the option with the lowest total costs and so was recommended as being the most effective and offering the best value for money.

In choosing the option to connect under the A27, we will also be providing a long-term solution for both the permanent and transit sites, resulting in lower running costs for both sites.

- 2) So far the city council has spent £22,185 on the preparation and submission of the planning application for the permanent Traveller site. This expenditure is coming from the £1.73m government grant for the site.
- 3) The most recent cost estimate for the site was £1.67m. When this is adjusted to take account of the new waste water measures the capital cost increases to £1.83m. This increase in total cost addresses the long-term water management of the transit sites and enables a £40k per year reduction in running costs. These are high level estimates that reflect the stage of the project. Further work will be done to value engineer the design in reaching a final cost estimate.
- 4) The Landowner is responsible should any such incident take place and the landowner is the city council. There has been extensive and positive consultation with the Environment Agency to find the most appropriate solutions to prevent pollution.
- 5) The Balfour Beatty MottMacdonald Joint Venture (BBMMJV), which manages Area 4 (this part of the network) for the Highways Agency have been contacted. Once we confirmed that the works would not affect the carriageway in any way they confirmed that we would just need to issue them with a notice in the same way as any utility would. We have not spent money on doing a detailed check on the geology under the road before having the certainty of a planning consent in place, but given the depth beneath the road and the relatively narrow diameter of the pipe it is not expected to be a problem.”

(b) Councillor Hyde

35.4 “What is the total value of the interest currently held on S.106 Developer Contributions? Please also detail each instance of where S.106 interest has been spent between May 2011 and the present time and the original developer contribution that each relates to.”

Reply from Councillor Mac Cafferty, Chair of the Planning Committee.

35.5 “Officers have prepared a table identifying s106 accrued interest spent in the last two financial years across each scheme, together with the balance of interest held as at 31/3/13.

This table will be issued to Councillor Hyde – and shows a total of:

£141,949 of accrued interest was spent in Year 2011/12 and;
£40,819.35 was spent in Year 2012/13

The balance of accrued interest held is £287,475.88. As accrued interest is applied financial year end the current sums held will not be updated until end of March 2014.

It should be noted that the interest sums accrued are always allocated to each scheme and towards the type of contribution where the original s106 sums were secured. These are spent as additional contributions enabling further additional physical, environmental or community infrastructure improvements thus providing additional benefits to residents and users of those new developments.

Officers believe that it may be unlawful to use interest other than on the schemes for which the original capital sum was collected. The management of the S106 fund reflects that. ”

(c) Councillor G. Theobald

- 35.6 “As I understand that each of our library’s footfall is being collected can I please ask for the footfall per hour of each of our libraries for each of the last six months?”

Reply from Councillor Bowden, Chair of the Economic Development & Culture Committee.

- 35.7 “The number of visits per hour open over the last six months, covering the period April – September 2013 are as follows:

Jubilee	367
Coldean	16
Hangleton	36
Hollingbury	18
Hove	122
Moulsecoomb	15
Patcham	56
Portslade	29
Mile Oak	14
Rottingdean	38
Saltdean	37
Westdene	19
Whitehawk	21
Woodingdean	12

- 35.8 Please note that the low numbers for Woodingdean and Mile Oak libraries are because those libraries are in temporary accommodation while new libraries are being built.”

(d) Councillor Cox

- 35.9 “How much has the Council paid out in compensation in each of the last two financial years due to injuries to pedestrians caused by uneven pavements?”

Reply from Councillor Davey, Lead Member for Transport.

- 35.10 “The total amounts paid to pedestrians due to injuries arising from accidents on the City’s pavements are £49,307 for 2011/12 and £47,729 for 2012/13. These amounts represent damages paid to the injured parties and do not include any legal or other expenses.

The council has a highway inspection regime which covers every single road, pavement, footpath and cycleway in the city several times a year. Busy shopping areas and well-used vehicle or pedestrian thoroughfares are inspected every month. A qualified Highway Inspector will ensure repairs are carried out within set timescales for all genuine safety hazards that are found on the inspection.

Highway Inspectors also respond to public reports of problems, visiting each site to see whether any repairs are needed.”

36. ORAL QUESTIONS FROM COUNCILLORS

- 36.1 The Mayor noted that notification of 7 oral questions from Members had been received and that 30 minutes was set aside for the duration of the item. She also noted that Councillor Bennett had withdrawn her question listed at 36(g) on the agenda and then invited Councillor G. Theobald to his question to Councillor Bowden.

(a) Hippodrome – Councillor G. Theobald

- 36.2 “The Grade 2 Star Listed Brighton Hippodrome has recently been put on top of the Theatre Trusts’ National Theatre Buildings at Risk Register for 2013. The Trust describes the Hippodrome as now possibly the finest surviving example of its type in Britain. Could you please tell me what you are doing on behalf of the Council to facilitate bringing this much loved building back in to use as a live performance venue?”

Reply from Councillor Bowden, Chair of the Economic Development & Culture Committee

- 36.3 “As members will probably know, there was an exhibition this weekend and a ‘meet the architect’ session also in town. There is a proposal to bring this building back into use which is at pre-planning stage; I shall be circumspect about what I think about the plans but let me say they are interesting. I think if it comes to Planning then Members will decide.”
- 36.4 Councillor G. Theobald asked the following supplementary question, “What I was hoping to hear was what this Council is actually doing to try and preserve this building? Yes we’ve read in the local media about proposals to turn part of this building in to a cinema. We already have a cinema in the next street and what we want to see, as I’ve said in my question, is this wonderful, flexible, round space and I think this is one of the finest building in our country.

We lost the Asoldo in North Street, I fought very hard to save that and I lost that. Now please don’t let us lose this building as well. Yes a cinema’s better than nothing I agree, I’m not a member of the Planning Committee so I can say these things but I was really hoping, Councillor Bowden, that you’d come forward and tell us what the Council is

trying to do rather than to sit back and wait for developers to come forward with their ideas.

So could I please put the question again to you?"

- 36.5 Councillor Bowden replied, "I wasn't aware that the Council actually owned the building so that's one problem. I can say that I have had meetings with a number of interested parties. Two years ago I had a meeting with an outfit called Synergy along with a representative of the Theatre's Trust. I agree it is a remarkable building and it's really sad that it has remained closed since 2006 which I believe might have been when the Tory Administration were in power. So I might put the question back, "what did you do in your time?" But that would be very unfair.

It is a remarkable building and it is very upsetting to all of us that it's remained closed for so long and when you walk past it, it is a very sad sight. So any developer coming forward who appears to have got the money together; we need to take very seriously. It is a money issue because this administration does not have funds to step in, so all we can do is facilitate. I have had several meetings with a lot of interested parties as you will know Livenation purchased the building with the idea of putting on live music in a residential area. So that wasn't a goer as the cumulative impact zone with loud pop music to the small hours was probably not the best idea.

We have another proposition coming in the wings so we shall wait and see. But the Council will facilitate people coming forward who have a viable option and who have a plan that preserves some of the unique architectural features in that building."

(b) Delivery of a Large Scale Home Energy Efficiency Programme – Councillor Mitchell

- 36.6 "With high energy bills being top of the current agenda and a key concern for households the need for a local large scale delivery of home energy efficiency measures has never been more pressing. Several other Councils have collaborated to such programs and the recent announcement by West Sussex County Council that it has now identified a preferred bidder for delivering such a program is welcome news. So would the Leader of the Council like to take this opportunity to reassure members that this Council remains committed to the Green Deal approach that was first put forward and remains involved in this scheme that has the stated potential to benefit 15000 city households and can he confirm that the memorandum of understanding with West Sussex County Council was indeed signed."

Reply from Councillor J. Kitcat, Leader of the Council

- 36.7 "As you'll recall when you voted for the report at Policy and Resources Committee in January we did agree in principle to move forward with West Sussex and we delegated power to sign an agreement. As your colleague Councillor Warren Morgan will know when we had the meeting before the last 'P&R' we had a draft report ready to go but we didn't have sufficient information from West Sussex to actually agree it then.

So with the agreement of both of the other group leaders we agreed to differ this to the next meeting so we would ensure to have the maximum information from West Sussex

so that members could take an informed decision but our intention is to make the most of the Green Deal, weak as it is, and clearly it is not everything that we would have hoped for but something is better than nothing.

As you will know the domestic sector in Brighton and Hove is the biggest source of Co2 emissions in the City so it's vital that we've done something. So it's worth noting Madame Mayor that we did put £1.500,000 of investment in to improving the private rented sector, we won a £750,000 warm homes bid, we've set aside £1,500,000 from the HRA to help Council tenants and in fact last year Council tenants in homes that were refurbished for the first time ever had low energy bills because of the work we've done and we've also got the Deck Pioneer Places money, £221,000.

We are doing what we can but the comprehensive spending review in 2010 totally cut the private sector funding for improving homes so we've had to find the money from our own diminishing resources so we'll do what we can with West Sussex."

36.8 Councillor Mitchell asked the following supplementary question, "Can I therefore ask the Leader of the Council that he will commit to bringing forward a report to the next Policy and Resources Committee that will clearly identify the capital funding necessary from this Council to fully partake in the scheme?"

36.9 Councillor Kitcat replied, "As Councillor Mitchell's colleague will know; the proposal is not to put capital funding in to the scheme, the very nature of the West Sussex Scheme is that we don't need to put capital in because we are leveraging private sector partners to do that for us and given our declining resources and all sorts of bids whether it's Hippodrome restorations or new conference centres or new swimming pools and so on; Members are very keen to come up with pricey things but they don't show the capital to go behind it.

So we're keen to work in partnership across West Sussex so we don't need to put the capital in but homeowners still get the benefit and I think energy efficiency for peoples' homes is a real way of helping people rather than gimmicks like freezes on bills, or we've got the John Major proposal.

Ultimately the only way we're going to solve the energy crisis is by greater efficiency, permanently improving peoples' homes and getting off our addiction to carbon fuels."

(c) Lewis Road Traffic Changes – Councillor Simson

36.10 "Everyday traffic trying to avoid the chaos on Lewes Road are now diverting through Woodingdean with jams between the Downs Hotel crossroads and Falmer often causing tailbacks right on to the A27 in both directions north and south also traffic coming into the village towards the Downs Hotel crossroads stretching along the main road, up round the racecourse often past Wilson Avenue, Bear Road and beyond.

Will Councillor Davey admit that instead of solving a problem the administration has now created two greater problems and will he agree with me that a statement made at the recent Environment and Transport Committee by Councillor West that this is promoting safe and active traffic movement is a farce?"

Reply from Councillor Davey, Lead Member for Transport

36.11 “The Lewes Road Scheme was subject to one of the biggest Transport Consultations that this city has ever held and that received strong public support and has also been supported by all political parties throughout the process including the previous Conservative Administration that made the initial funding bid to the Coalition Government. The benefits arising from the scheme will be significant but will take time to be fully realised. We know this from the experience of the previous Labour Administration who introduced the A23 bus lanes and the previous Conservative Administration that introduced the A259 bus lanes both of which were controversial at the time but have contributed so positively to bus travel in to and within the city.

The Lewes Road is already the busiest bus route in the City with peak time services of 37 buses in each direction. Last year there were nearly 15.5 million bus journeys along this route a phenomenal number that many cities will be proud to have for their whole areas. The bus company has predicted a further 7% growth this year with close to 16.5 million passengers, there will likely be further growth the year after. This is phenomenal growth which will be the envy of cities around the country.

With regard to the Woodingdean, Rottingdean and Saltdean one of the benefits of the new dedicated bus infrastructure is that it can sometimes make a new bus route viable. So the Lewes Road changes have made the big lemon try out a brand new service, the number 44 which runs from the Old Steine via Brighton University and out to Woodingdean, Rottingdean and Saltdean. This means that combined with the extended number 52 running into the City Centre and the station, the public transport options for residents in ‘the Deans’ continue to improve.

I hope that residents and Ward Councillors will continue to support both of the new routes.”

36.12 Councillor Simson asked the following supplementary question, “Will Councillor Davey join me one day to witness the chaos in Woodingdean and the unsafe environment that all this has caused before somebody is hurt? Or, better still, will his administration consider removing the bus lanes as Liverpool have done following a belief that they may well be causing more congestion and pollution?”

36.13 Councillor Davey replied, “It has been cited by former Government Minister, Norman Baker that the removal of bus lanes in Liverpool is a real retrograde step and will be a real step backwards for public transport and sustainable transport in that city.

Sustainable transport and bus use in the City is a massive success story, we’re breaking records every single year and more and more people are choosing that as an option.

So that is the way forward, we have real air quality and road safety issues in the city and the only way to address those issues and help prevent the really significant health dangers that that presents as cited by the Royal Health Organisation recently, we really need to get people on to public transport and walking and cycling. So let’s celebrate the fact that this city is leading the way with the best public transport system outside of London.”

(d) Lewis Road Traffic Management Scheme – Councillor Marsh

- 36.14 “The first question concerns what’s going on around the junction with the avenue where the chaos, the congestion Councillor Simson has described more adequately than I can? One of the extra concerns that my residents have is that bus travel itself is being slowed up and impeded here with greater journey times being added on the number 48.

Could we actually review the traffic management at the junction of the Lewes Road and the Avenue? Could there be some kind of traffic light, some kind of mini roundabout to allow traffic to go from the Lewes Road into the Avenue and much more importantly to come out of the Avenue on to the Lewes Road where anything that’s not a bus itself actually has to cross the bus lane in order to access the carriage way and can only see what traffic is coming by accessing the bus lane which it is not supposed to do.

Also could we have a review when things are bedded in; of maybe, if not abolishing the bus lanes, something like the London Red Route System where bus lanes are operative only in peak hours and times of high congestion and could that possible looked at in a review of the system please?”

Reply from Councillor Davey, Lead Member for Transport

- 36.15 “It is my understanding that ‘Red Routes’ are run 24 hours and absolute no stopping routes at all so I’m not sure if that’s what you’re looking for? In general, following the bus lanes coming in to operation on the 30th September officers have been monitoring traffic levels and traffic flows both constantly on CCTV and naturally driving up and down the road and optimising the traffic signals to ensure that they are working as efficiently as they can.

Already that has brought benefits and monitoring this week found that peak periods car journey were starting to approach the pre scheme times of between 13-18minutes between the Old Steine and Falmer.

Officers are commencing the post implementation monitoring which will include bus and general traffic journey time surveys, analysis of the number of accidents occurring within the wider area and automatic traffic counts to determine the speed and number of vehicles using the routes and possible alternative routes.

These monitoring surveys will be repeated at regular intervals to enable the impact of the scheme to be fully quantified over time through this process. We will be able to identify where any particular delays are taking place and make further changes as necessary in order to improve movement for all users and minimise any adverse impacts so that work will be ongoing and a full report will be coming to Environment and Transport Sustainability Committee later next year.

The report from the Bus Company is very favourable; they’re exceedingly supportive of all of the changes and really recognise them as a step forward.”

- 36.16 Councillor Marsh asked the following supplementary question, “I listen to the bus passengers who are my residents. Their experience isn’t quite the same as your suggesting in terms on journey times and certainly when Mike Best who is head of

operations at the Bus Company, came to the Moulsecoomb LAT I wouldn't say he had a very easy time of it either.

You talk about traffic lights being adjusted; well there aren't any traffic lights at the Avenue in Lewes Road. However there are traffic lights on Coombe Road and my residents and the buses that serve Meadowview which use Coombe Road are sitting there chugging away causing a lot of pollution in huge jams and I've tested this myself by being on a bus and in a car so I would like to ask on behalf of residents that they would like to see a more favourable phasing so that residents can get in and out of Coombe Road more easily, they could also cross more easily.

They find the island around the Lewes Road and Coombe Road very difficult; the islands are too small and can we have some change on that? Finally where residents' traffic turns west from the Lewes Road in to Coombe Road; the actual little bit of bus lane that they can access to turn off is scarily short and they wonder if that could be extended slightly so that better preparation for that turn can be made? But please can we have those traffic lights re-phased?"

36.17 "The most effective way of getting a response would be to put them down in writing and present them to the project manager who will give you detailed responses.

You did highlight there one of the great difficulties in balancing different needs; the needs of pedestrians who want to walk across the road at these lights, we have traffic wishing to go straight through and we have traffic wishing to turn in and out of Coombe Road and balancing all of that is the dark art of traffic signals which only few people know the secrets to.

So put those questions in writing and I'm sure the officer will do his best to give you a proper response."

(e) Vehicle Access – Honey Croft – Councillor Barnett

36.18 "Having crafted a horse shoe shaped cul de sac in my ward which has cars parked all the way around it making access and turning for City Clean vehicles, ambulances, fire engines and delivery vehicles almost impossible. It's not only the inconvenience but also potentially very dangerous. Residents in Honeycroft have asked me to whether some double yellow lines could be painted on the road in order to make the situation safer?

Councillor Davey would please agree to meet me at Honeycroft so that I can show you how bad the situation is and will you agree to my residents' request?"

Reply from Councillor Davey, Lead Member for Transport

36.19 "I think the best approach is to contact the officers and put a proper request to get somebody to visit the site with you so a detailed professional assessment can be made."

36.20 Councillor Barnett asked the following supplementary question, "I have approached the officers on Highways to be told there is no funding left in the budget for double yellow lines until next April. All I'm asking is with the £1.5 Million you implement to the 20 mile

per hour sites across the city maybe you have a surplus you could pay for the double yellow lines to be put in for us.”

- 36.21 Councillor Davey replied, “That isn’t the cost of the 20 mile per hour and the total budget amount is spread over several years and I’m afraid there is not any budget surplus this year.”

(f) Parking in Wish Ward – Councillor Pissaridou

- 36.22 “Back in 2007, the Council introduced a light touch parking scheme to the west and including Wish Road in Hove it’s called ‘Scheme W’ and it works exceedingly well.

In recent years residents and neighbouring streets to the west of zone w have complained to me about their real problems their having with displacement parking. Residents in other part of the ward suffer similar problems. I am really pleased that all the residents in Wish Ward are now going to be consulted as to whether or not they want to be part of a scheme and this is starting very soon.

I would like ask that the residents are asked whether or not they would like to be in a light touch scheme, an expansion of zone w and / or a full scheme. Can Councillor Davey tell me exactly how much a light touch scheme costs from the setting up costs with the lamppost, posters and the income generated so we can see exactly how much it costs? Also you can look to the streets east of Wish Road for evidence as to how often the traffic wardens go.

So can the Council commit to launching a parking consultation to the residents of Wish Ward with options of all potential parking schemes available?”

Reply from Councillor Davey, Lead Member for Transport

- 36.23 “I’m afraid I don’t know how much a light touch scheme costs from putting up the lampposts and implementation I’m afraid I can’t answer that question. The nature of the scheme that was being consulted on was agreed as part of the parking review and was voted on at the Transport Sustainability Committee in January and April and the proposal to consult as is about to take place is what was preferred by the Transport Committee and that was what was voted on by your Labour Colleagues so that is what has already been decided by that Committee so any changes to that would need to go back to that Committee of which I am not chair; but those decisions are made by the Environment and Transport Sustainability Committee so that’s where that question really needs to go.”

- 36.24 Councillor Pissaridou asked the following supplementary question “I would really like to know the cost of the light touch scheme because I understand the decision to consult on a full scheme was made on the back of the costs of the light touch scheme not supporting the scheme itself. So if I could have those figures please Councillor Davey?”

I have also noticed new pedestrian islands being installed around my ward, there’s one at the junction of Boundary Road and Seaford Road. I would just like to know why they were put there, what evidence is there for these islands being put in?

Were residents asked? Did residents request it? Also the cost of those as well please. Also there are white lines and yellow being repainted around my ward and the residents have said it's not necessary so I would like to know the price of those as well."

36.25 Councillor Davey replied, "There are several questions there so I think the most effective to get a proper answer is to put them in writing, send them to me and the head of Transport and I will pass them on to the appropriate officers for a proper answer."

(g) Hove Town Hall – Councillor Bennett

36.26 This question had been withdrawn.

37. CALL OVER FOR REPORTS OF COMMITTEES.

(a) Callover

37.1 The following items on the agenda were reserved for discussion:

- Item 38 - Economic Strategy and Action Plan 2013-18
- Item 41 - Modernising the Council – Workstyles Phase Three

(b) Receipt and/or Approval of Reports

37.2 The Head of Democratic Services confirmed that the following reports on the agenda with the recommendations therein had been approved and adopted:

- Item 39 - Appointment of Honorary Recorder

(c) Oral Questions from Members

37.3 The Mayor noted that there were no oral questions relating to items that had not been called.

38. ECONOMIC STRATEGY AND ACTION PLAN 2013-18

38.1 Councillor Bowden introduced the report which detailed the refresh of the Economic Strategy and Action Plan for 2013-2018. He noted that there was cross-party for the strategy and action plan and that the refresh process was a fine example of co-operative working between the council, the Economic Partnership and other agencies. It was a robust strategy and promoted sustainable growth which supported the City Plan. He therefore recommended it to the Council for approval.

38.2 Councillor Wealls welcomed the report but expressed concern over the length of the strategy and action plan and noted that there were a number of repetitions in terms of wording and questioned whether sufficient consideration had been given to the importance of retail and education in terms of influencing the local economy.

38.3 Councillor Janio supported Councillor Wealls and suggested that more support was required to support the local economy and businesses within the city. He noted that the

aims of the City Deal project would be beneficial if it came to fruition but was minded to abstain on voting on the item.

- 38.4 Councillor Morgan welcomed the report and stated that the Labour & Co-operative Group supported the recommendations and he wished to commend the officers who had worked on the strategy and action plan. There was a need to have an economic strategy that covered the whole of the city and not just the city centre. He believed that more work was required to develop apprenticeships and support for higher education for example and to enable the city to compete on a national and European level, if it was to reach its potential.
- 38.5 Councillor Cox expressed his concern in regard to the information outlined in the strategy and questioned whether it would achieve the economic prosperity that it set out. He believed that it was a missed opportunity and hoped that the objective set out in paragraph 4.2.36 would be taken forward by all departments in the council. He also noted that had it not been for the need to agree to the City Deal he would be voting against the recommendations.
- 38.6 Councillor J. Kitcat stated that he could not understand the opposition being expressed to the report when it had been through both the Economic Development & Culture and Policy & Resources Committees with cross-party support. The need for a strong local economy was essential for the growth of the city and he noted that the latest figures showed that the city was ahead of all national indicators in terms of its economic position in the current economic climate. It was important to take this work forward and Members and officers were due to put forward the proposals for City Deal to Ministers in early November and he hoped that the council could show its support for this.
- 38.7 Councillor Mears stated there was a need to provide for the young people in the city and those living on the estates who may not be as academically inclined as others but needed the opportunity for employment. She was however concerned about the need for housing and whilst the proposed developments at Preston Barracks and Circus Street were welcome, they were aimed at student accommodation rather than addressing the housing shortage. She believed that more work was needed to enable key workers to find homes in the city and to meet the demand for housing in general, something which she believed the report lacked.
- 38.8 Councillor Janio asked for a point of clarification in regard to whether the City Deal project was directly linked to the economic strategy and as such there was a need to consider and approve the report.
- 38.9 The Monitoring Officer stated that there was a significant degree of overlap between the Economic Strategy and the City Deal and in his opinion they were inter-dependent and as such should the strategy not be approved as recommended by the Policy & Resources Committee, it could undermine the City Deal bid.
- 38.10 Councillor Randall stated that there was a need to address the housing situation in the city both for students and residents and he hoped that the current projects would enable provision to be increased for everyone.

- 38.11 Councillor G. Theobald stated that he was concerned about the reference in the document to council tax increases and noted that the Conservative Group opposed any such increases at this time. The Group fully supported the City Deal project and recognised the importance of working with neighbouring authorities on this matter and given the Monitoring Officer's clarification would support the recommendations in the report. However, the report was poorly written and too long and he hoped it could be refined.
- 38.12 Councillor Peltzer Dunn stated that he had intended to abstain but given the need to support the City Deal bid would support the recommendations. However, he also felt that the document was far too long and in need of review.
- 38.13 Councillor Bowden thanked everyone for their contributions and noted that the strategy was one which had been formulated through partnership working and was being driven by the Economic Partnership. The reference to the council tax was an indication of the administration's intent but was subject to full council approval in due course. The issue of studentification was an important one and he hoped could be addressed so that housing could be released back to those on the waiting list and for key workers. He noted that the local economy was outperforming the national average and hoped that this would continue and therefore recommended the strategy to the council for adoption.
- 38.14 The Mayor noted that the report had moved and put the recommendations to the vote.

38.15 **RESOLVED:**

- (1) That the refresh of the Economic Strategy and Action Plan 2013 -2018 be approved;
- (2) That the Economic Partnership and other business and voluntary sector partners be thanked for their contribution to the creation of the new Economic Strategy for the city;
- (3) That the Executive Director for Environment, Development & Housing be authorised to make any minor amendments relating to the report following further consultation with the Economic Partnership in September 2013; and
- (4) That the work taking place to align the Economic Strategy with the Greater Brighton City Deal proposals and emerging Coast to Capital Local Enterprise Partnership (LEP) Growth Strategy be noted.

39. APPOINTMENT OF HONORARY RECORDER

39.1 **RESOLVED:**

- (1) That the continuation of the role of Honorary Recorder of Brighton & Hove be agreed;
- (2) That the appointment of Her Honour Judge Shani Barnes as Honorary Recorder of Brighton & Hove during her tenure as Resident Judge at Lewes Crown Court be approved; and

- (3) That the Monitoring Officer, in consultation with the Mayor and Chief Executive, be requested to make appropriate arrangements to mark the appointment of Judge Barnes.

40. PROTOCOL FOR APPOINTMENT OF HONORARY FREEMEN/WOMEN

- 40.1 This item had been withdrawn.

41. MODERNISING THE COUNCIL - WORKSTYLES PHASE THREE

- 41.1 Councillor Littman introduced the report which had been referred from the Policy & Resources Committee meeting held on the 17th October 2013 to the council for information. He stated that it outlined the next phase of the workstyles programme which would contribute to the modernisation of the council and enable necessary investment in the council's workforce and IT systems and thereby generate long-term savings for the authority.
- 41.2 Councillor Wealls stated that he had previously put forward an amendment to the report to allow for part of Kings House to be used as a school. He believed that there was a genuine need for an additional school in Hove and that consideration should have been given to utilising the site, and that there was still time to do so. There was evidence to show that demand for places would increase and as yet there appeared to be no planning to meet that demand.
- 41.3 Councillor Shanks stated that there were currently places available in schools to meet demand and it was more of a question of encouraging parents to take up those places. The council had already heard from Mr. Georgiou about difficulties faced by schools in Portslade, which showed the need to get a balance across the city.
- 41.4 Councillor Mitchell noted that there had been discussions at a cross-party level on workstyles and at the Leaders Group and she was therefore puzzled by the Conservative Group's amendment to the Policy & Resources Committee on the use of Kings House. There was a need to take the modernisation programme forward and look at the projections for school places and therefore a need to have accurate data both in regard to numbers of pupils and numbers of places available in current schools. She noted that there had been expansions in Portslade and yet there were empty places.
- 41.5 Councillor Peltzer Dunn expressed his concern in regard to the lack of consultation with residents in relation to the proposals for Hove Town Hall under the workstyles programme. He believed that there was a need to inform them and to seek their views as it provided a community facility which now appeared to be being taken away.
- 41.6 Councillor J. Kitcat stated that there was a need for the council to adapt and modernise and as part of that process to dispose of Kings House, which would generate necessary resources to provide better facilities and support for its services and staff. There were sufficient places across the city to meet the demand for school places and it was not in the Council's gift to control the establishment of free schools and academies.

- 41.7 Councillor G. Theobald stated that the rationalisation of council buildings was a logical step for the long-term efficiency of the council and the Conservative Group fully supported the disposal of Kings House. However, there was a need to look at the potential use of the building and the proposal for a school was one that should be considered as there was a demand for places and it was not constructive to bus children across the city to Moulsecoomb and Portslade.
- 41.8 Councillor Hamilton noted that projections for reception places in Portslade schools over the next 3 years showed an excess of 100 places, which meant that there was a problem waiting to happen. He was still waiting for the figures to be provided in regard to the number of 4, 5 and 6 year-olds in Portslade. He was also concerned about the workstyles programme and the impact for Portslade Town Hall as it still showed a distinct lack of car parking facilities compared with the likely number of people seeking to use the facilities there.
- 41.9 Councillor Littman noted the comments and stated that the disposal of Kings House was an important part of the Best Value programme and should the Education Funding Agency feel that it could be used then an appropriate offer at the going rate could be made. However, the earliest that a school could be up and running was 2017 and he was not sure it would be required by that time. He therefore hoped that the workstyles programme would be fully supported.
- 41.10 The Mayor noted that the report had been referred for information and asked that the Council agreed to note the report.
- 41.11 **RESOLVED:** That the report be noted.
- 41.12 The Mayor then adjourned the meeting for a refreshment break at 6.30pm.
- 41.13 The Mayor reconvened the meeting at 7.15pm.

42. NOTICES OF MOTION.

(a) Partnering with Faith Groups in the City

- 42.1 The Notice of Motion as detailed in the agenda was proposed by Councillor Summers and seconded by Councillor Simson.
- 42.2 Councillor Randall moved an amendment to the notice of motion on behalf of the Green Group which was seconded by Councillor Deane.
- 42.3 The Mayor congratulated Councillor Daniel on her maiden speech during the debate on the motion.
- 42.4 The Mayor noted that the amendment had not been accepted by Councillor Summers and put it to the vote which was **lost**.
- 42.5 The Mayor then put the following motion to the vote:

“In June 2013 a report called ¹**Faith in the Community** was published by the ‘Clearing the Ground’ committee of inquiry itself launched in 2012 by Christians in Parliament, an official All-Party Parliamentary Group (APPG).

For UK faith groups the closest interaction that they have with government processes and institutions is at a local level. It is therefore important to understand how local authorities and faith groups work together, what they do and what barriers and benefits exist. The report explores these dynamics in order to promote closer and more fruitful relationships in the future.

In summer 2012 a survey was sent to all local authorities in England, Scotland and Wales that sought the perspectives of local authorities on their knowledge of and interaction with faith groups. From the 155 responses (which did not include Brighton & Hove City Council) it was clear that the engagement, for example, between churches and local authorities is often strong, fruitful and delivering much-needed support for our communities.

The areas that the report covers include identifying what faith groups do, how local authorities relate to faith groups, religious literacy (i.e. understanding why faith groups do what they do and addressing presumptions and prejudices that can restrict effective partnership), barriers to engagement between LAs and faith groups, and benefits for LAs of working with faith groups.

The 2011 census reports that nearly 48% of Brighton & Hove identifies with a faith (43% specifically as Christian). So almost half our population is potentially directly connected by a motivation that is outward-looking, freely-giving and therefore very generous. The potential benefits for the city that could be derived from faith groups, if a greater sense of collective partnership were cultivated with the council than at present for the wellbeing of everyone, is worth pursuing.

Whilst this council recognises the tremendous community and voluntary sector that exists in our city which, as the governing authority, we must continue to support, it also wishes to draw urgent attention to a collective resource that it is not felt is fully appreciated and engaged.

There are many and varied faith groups in our city and whilst a good proportion of them are evidently involved in wonderful works of service (very often without financial help) it is surely not the case that we are seeing or experiencing anywhere near the full force of input by such groups, the majority of whom are Christian.

This council, therefore, agrees:

- a) To acknowledge the important role played by faith groups within the community and voluntary sector in the city, and the services they provide to secure the wellbeing of many citizens especially in the difficult economic environment within which we live.

¹ <http://www.christiansinparliament.org.uk/publications/>

- b) The council has not been as forthcoming as it might in building relationships with faith groups and exploring partnerships of mutual benefit whilst recognizing and respecting their unique motives for serving and the motivations that inspire service towards others.
- c) That particularly in light of the Financial Inclusion Strategy adopted in March 2013, there should be a more formal, transparent and public demonstration of partnership working with faith groups both in terms of ongoing policy and of external communications as well as practical engagement.
- d) To introduce a new Member role of Champion for Faith Groups, in order to cement this partnership so that, irrespective of changing administrations, relationships and initiatives can continue and grow.
- e) To appoint a Member to the role with immediate effect.”

42.6 The motion was **carried**.

42.7 In view of the motion being carried, the Mayor sought nominations for the appointment of a Member to the role of Champion for Faith Groups.

42.8 Councillor G. Theobald proposed Councillor Summers.

42.9 Councillor Peltzer Dunn formally seconded the proposal.

42.10 There being no other nominations, the Mayor put the nomination of Councillor Summers to the vote which was **carried**.

42.11 **RESOLVED:** That Councillor Summers be appointed to the Member role of Champion for Faith Groups with immediate effect.

(b) Small Business Saturday

42.12 The Notice of Motion as detailed in the agenda was proposed by Councillor Morgan on behalf of the Labour & Co-operative Group and seconded by Councillor Robins.

42.13 Councillor Cox moved an amendment to the notice of motion on behalf of the Conservative Group which was seconded by Councillor G. Theobald.

42.14 Councillor Bowden moved an amendment to the notice of motion on behalf of the Green Group which was seconded by Councillor J. Kitcat.

42.15 The Mayor noted that the amendment moved by Councillor Cox had been accepted by Councillor Morgan and put it to the vote which was **carried**.

42.16 The Mayor noted that the amendment moved by Councillor Bowden had not been accepted by Councillor Morgan and put it to the vote which was lost.

42.17 The Mayor then put the following motion as amended to the vote.

“The council notes the upcoming Small Business Saturday, due to be held on Saturday 7th December at the peak of the Christmas shopping season, as an excellent opportunity to showcase the hundreds of excellent independent smaller businesses across the City of Brighton and Hove.

The independent campaign, which has received backing from American Express who started the equivalent campaign in the US, has the backing of a wide range of business organisations including the Association of Convenience Stores, the Association of Town and City Management, the British Chamber of Commerce, the Federation of Small Businesses and the Forum for Private Business.

The Council notes that Small Business Saturday could play a key role in reversing the recent downturn in trade that many smaller businesses across the city are suffering from as the result of changes to parking charges and on street parking schemes.

This Council resolves:

- 1) To ask the Chief Executive and Lead Officers to ensure the authority participates fully in Small Business Saturday on 7th December 2013;
- 2) To request that officers work closely with local business organisations and smaller enterprises across the City to make them aware of the day and help them participate in it; and
- 3) To request that officers ensure the authority promotes Small Business Saturday via the Council’s websites, social media and other external communication tools;

This Council also requests that a report be brought to a Policy & Resources Urgency Sub-Committee within the necessary time-scale to ensure that consideration can be given to:

- 1) The provision of free parking at Norton Road, London Road, Regency Square, High Street and Trafalgar Street car parks on Small Business Saturday in order to help boost trade.
- 2) The provision of free parking at Norton Road, London Road, Regency Square, High Street and Trafalgar Street car parks on the 3 Sundays before Christmas (8th, 15th and 22nd December).”

42.18 The motion was **carried**.

(c) High Strength Alcohol Ban

42.18 The Notice of Motion as detailed in the agenda was proposed by Councillor Lepper on behalf of the Labour & Co-operative Group and seconded by Councillor Marsh.

42.19 Councillor Powell moved an amendment to the notice of motion on behalf of the Green Group which was seconded by Councillor Deane.

42.20 The Mayor noted that the amendment had been accepted by Councillor Lepper and put it to the vote which was **carried**.

42.21 The Mayor then put the following motion as amended to the vote:

“The Council notes the impact that cheap and easy availability of high strength alcohol has on anti social behaviour and the potentially devastating effects on vulnerable street drinkers and alcoholics across the City. Recent media reports suggest that some off licences are selling beers and ciders that contain in one bottle more units of alcohol than the guideline recommended weekly intake levels.

This Council notes the success that Brighton and Hove and other local authorities, most notably Ipswich, have had, in introducing a voluntary ban on high-strength alcohol. In Brighton & Hove more than 60 off-licence retailers have already signed up to. In Ipswich, their scheme has seen anti social behaviour reduced across the town by nearly 50%, and in Brighton and Hove, this and other measures has seen alcohol-related hospital admissions significantly drop.⁽¹⁾

This Council acknowledges the work that has begun on tackling this locally and recognises the importance of accelerating this activity.

This Council further notes:

- 1) That following earlier work a report will be brought to the Licensing Committee on 21st November to formally launch the Sensible on Strength campaign which will further encourage the sale of beer, cider or lager with an alcohol by volume of over 6.5% across Brighton and Hove off licences;
- 2) The work currently being undertaken with retailers by Domain 2 of the Alcohol Programme Board and the cross-party Alcohol Scrutiny Panel.

This council resolves:

That subject to the Licensing Committee agreeing to (1) above, request that a progress report be brought back on the Sensible on Strength initiative to the March 2014 Licensing Committee Meeting.”

(1) <http://www.brighton-hove.gov.uk/content/press-release/hospital-visits-because-alcohol-fall-brighton-hove-drug-treatment-successes>

42.22 The motion was **carried**.

(d) Empowering Local Communities

42.19 The Notice of Motion as detailed in the agenda was proposed by Councillor J. Kitcat on behalf of all of the Groups and jointly seconded by Councillors G. Theobald and Morgan.

42.20 The Mayor then put the following motion to the vote:

“This council notes that England has the most centralised system of government in Europe. Devolution has also brought decisions about tax and spending, and the quality of public services, closer to voters in Scotland and Wales, but not residents in England. As a result major decisions on policies such as business rates, education and taxation are taken in Whitehall, away from communities’ local knowledge and talents.

Council notes the new cross-party Local Government Association (LGA) campaign called ‘Rewiring Public Services’.

This council notes the ten proposals of the LGA’s campaign, including proposals that local agencies should be able to prevent problems rather than just pick up the pieces; that voters should be given back a meaningful say on a wider range of tax and spending decisions; and ministers’ powers should be reduced so that they cannot intervene in local democracy, boundaries and decisions

This council believes that only through decentralising and devolving power will local communities and services receive the independence and sustainability they’ve long needed.

Further, this Council:

- Supports the cross-party ‘Rewiring Public Services’ campaign; and
- Resolves to ask city’s Members of Parliament to also support the *Rewiring Public Services* campaign”

42.21 The motion was **carried**.

43. CLOSE OF MEETING

43.1 The Mayor thanked everyone for attending and then closed the meeting.

The meeting concluded at 9.10pm

Signed

Chair

Dated this day of