



Brighton & Hove
City Council

Environment, Transport & Sustainability Committee

Title:	Environment, Transport & Sustainability Committee
Date:	26 November 2013
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: West (Chair), Sykes (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Daniel, Davey, Hawtree and G Theobald
Contact:	John Peel Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk



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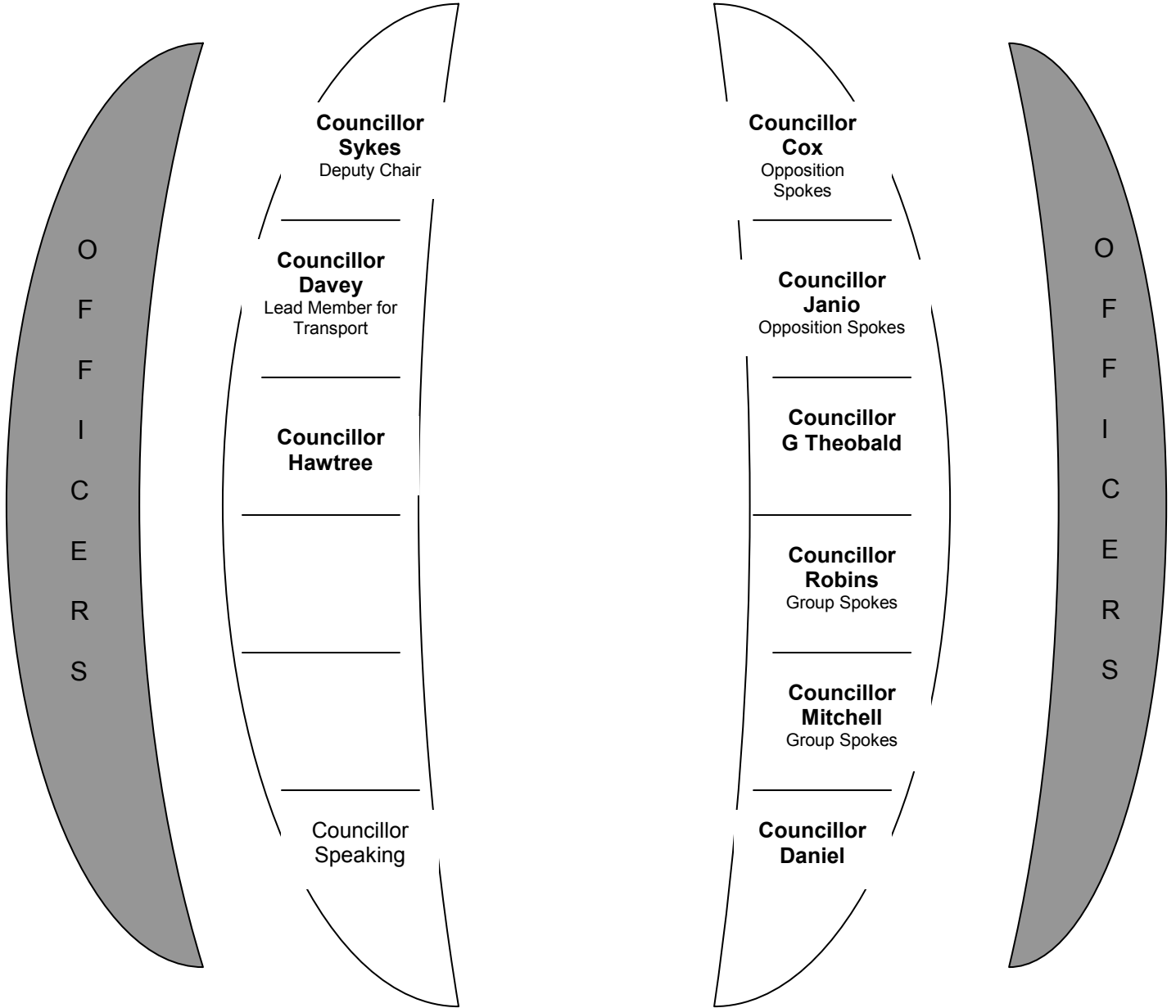
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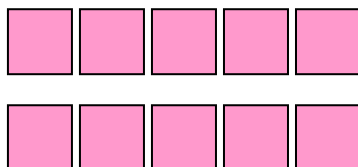
Democratic Services: Environment, Transport & Sustainability Committee

Legal Officer	Executive Director Environment, Development & Housing	Councillor West Chair	Democratic Services Officer
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Public Speaker	Public Speaker
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Public Seating



Press



AGENDA

PART ONE

Page

40. 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 not registered on the register of 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.

41. MINUTES

1 - 22

To consider the minutes of the meeting held on 8 October 2013 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

TRANSPORT COMMITTEE

42. MINUTES OF THE PREVIOUS MEETING OF THE CITY SUSTAINABILITY PARTNERSHIP (FOR INFORMATION) 23 - 28

Minutes of the previous meeting held on 26 September 2013 (copy attached).

43. CHAIRS COMMUNICATIONS

44. CALL OVER

- (a) Items (48–52) 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.

45. PUBLIC INVOLVEMENT 29 - 36

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

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself.
 - (i) Park Crescent/Park Terrace CPZ- Sarah Smith
 - (ii) Vehicle access into Oxford Street from London Road- Ann Townsend
 - (iii) Preston Park Station north area parking consultation- James Thompson
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 19 November 2013.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 19 November 2013.
 - (i) Pedestrian crossings in South Portslade- Rae Powers

46. ITEMS REFERRED FROM COUNCIL 37 - 38

Items referred from the last meeting of Full Council held on 24 October 2013

- (a) **Petitions:**
 - (i) Sheep Grazing on Ladies Mile Local Nature Reserve- Mrs Harvey-Verenne
 - (ii) Remove double yellow lines on Goodwood Way- Kristaps

TRANSPORT COMMITTEE

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47. MEMBER INVOLVEMENT

39 - 42

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions
 - (i) Kingsway Taxi Rank outside King Alfred- Councillor Wealls
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
 - (i) Road Safety St Peter's School- Councillor Robins
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

ENVIRONMENT & SUSTAINABILITY MATTERS

48. SURFACE WATER MANAGEMENT PLAN

43 - 52

Report of the Executive Director of Environment, Development & Housing (copy attached).

Ward Affected: All Wards

TRANSPORT & PUBLIC REALM MATTERS

49. BRIGHTON AND HOVE 20MPH LIMIT PHASE 2 - RESULTS OF PUBLIC CONSULTATION

Report of the Executive Director of Environment, Development & Housing (copy to follow).

Contact Officer: Emma Sheridan Tel: 293862

Ward Affected: All Wards

50. DYKE ROAD PED & CYCLE FACILITIES: CONSULTATION RESULTS & PERMISSION TRO

Report of the Executive Director of Environment, Development & Housing (copy to follow).

Contact Officer: Abby Hone Tel: 29-3813

Ward Affected: Hove Park; Preston Park; Withdean

51. AREA A (PRESTON PARK STATION NORTH) RESIDENT PARKING SCHEME EXTENSION 53 - 72

Report of the Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Charles Field Tel: 29-3329
Ward Affected: Withdean

52. OXFORD STREET TRAFFIC REGULATION ORDER

Report of the Executive Director of Environment, Development & Housing (copy to follow).

Contact Officer: Jim Mayor Tel: 29-4164
Ward Affected: St Peter's & North Laine

53. ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 12 December 2013 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

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

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Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

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

TRANSPORT COMMITTEE

Date of Publication - Monday, 18 November 2013

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 8 OCTOBER 2013

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor West (Chair), Councillor Sykes (Deputy Chair), Cox (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Daniel, Davey, Hawtree, Simson and G Theobald

Other Members present: Councillors Mears, Shanks

PART ONE

19. PROCEDURAL BUSINESS

19(a) Declarations of substitutes

19.1. Councillor Simson was present as substitute for Councillor Janio.

19(b) Declarations of interest

19.2. There were none.

19(c) Exclusion of press and public

19.3. In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(I) of the Act).

19.4. **RESOLVED-** That the press and public not be excluded.

20. MINUTES

20.1 **RESOLVED-** That the minutes of the previous meeting held on 9 July 2013 be approved and signed as the correct record.

21. MINUTES OF THE PREVIOUS MEETING OF THE CITY SUSTAINABILITY PARTNERSHIP (FOR INFORMATION)

- 21.1 **RESOLVED-** That the minutes of the previous meeting of the City Sustainability Partnership be noted.

22. CHAIRS COMMUNICATIONS

- 22.1 The Chair provided the following communications:

“Firstly, I’d like to welcome the newest Member of the Committee and of the council, Councillor Daniel. I have known Emma for her work through various organisations in the city and look forward to working with her.

Colleagues may remember that the principles of a preferred scheme to enhance Valley Gardens were approved at the last Transport Committee in March this year. The Committee also agreed that early consideration should be given to preparation of bids for external funding for the scheme.

An initial application has now been prepared, submitted to, and accepted by the Coast to Capital Local Transport Board and could enable the council to secure up to £8m for the project starting in 2015/16, subject to further development work.

Some temporary installations have been introduced to the area to indicate how it could be used and have generated interest and some useful feedback.

I also had the pleasure of attending the launch event at the weekend for the LSTF Lewes Road sustainable Transport Corridor Scheme agreed by this Committee last year.

The scheme was launched by the former Transport Minister Norman Baker MP, the Leader of the Council Jason Kitcat and Deputy Leader Councillor Ian Davey and also supported by local residents and other stakeholders including family and representatives of the Jo Walters Trust. The scheme will provide much needed public transport and cycling facilities to support safe and active travel movement as well as supporting economic activity along this important academic corridor.

I am pleased to note our Trading Standards officers are working successfully with the Police and Licensing officers on a joint initiative to address the availability of super-strength beers, lager and cider, above 6% volume. This Sensible on Strength campaign seeks to reduce the problems of anti-social behaviour, crime and health issues associated with high strength alcohol. Businesses are being recruited to voluntarily stop selling these products and are already reporting positive benefit from reduced theft of stock. The aim is to introduce a “Scores on the doors” type window sticker system to denote accredited outlets. A report will be going to Licensing committee next month on this.

I was very pleased to attend, along with Cllrs Sykes and Janio, the recent ceremonial handing over of our partnership bid for UN Biosphere status to the UNESCO UK Chief Executive at the Preston Park Twins. We were all greatly encouraged by the news that the other UK Biosphere’s report a considerable direct financial benefit from status. Biosphere’s, it seems, more than pay for their administrative cost, and of course reap general economic benefit to their local areas too. I understand we now have to wait till the spring for the bid to be decided upon, and meanwhile I would urge that it is important we maintain our financial support for the project in readiness for accreditation.

And finally, I would like to note that the Food Partnership are this year celebrating their 10 birthday. I was unfortunately unable to make the recent party held on Hove Lawns, though I know Councillors Sykes was able to go. The City Sustainability Partnership recently received a very good presentation from the director of the Food Partnership, Vic Borrill and if members agree I think it would be welcome to create an opportunity for this committee to hear that update first hand too”.

23. CALL OVER

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

- Item 27: Parking Annual Report 2012-13
- Item 28: Highways Winter Service Plan 2013-14
- Item 30: Verge and Pavement Parking Restrictions- Formal Consultation
- Item 31: Individual Disabled Bays
- Item 32: Elm Grove, Brighton- Management of Highway Parking and Obstructions
- Item 33: Better Bus Area- Edward Street and Eastern Road- TRO Objections
- Item 34: Dyke Road Ped & Cycle Facilities- Permission to Consult
- Item 35: Access to SDNP- Ditchling Road: Permission to Construct (Phase 1)
- Item 38: Traveller Commissioning Strategy: One Year On

23.2 The Democratic Services Officer confirmed that the Items listed above had been reserved for discussion; and that the following reports on the agenda with the recommendations therein had been approved and adopted:

- Item 29: Citywide Bus Lane Enforcement
- Item 36: The Common Room (Ann Street/Providence Place)
- Item 37: Amendment Traffic Order

24. PUBLIC INVOLVEMENT

(a) Petitions

(i) Woodingdean Warren Road parking improvement- Gilles Guichard

24.1 The Committee considered a petition signed by 205 people that requested changes to parking arrangements on Warren Road, Woodingdean.

24.2 The Chair provided the following response:

“Thank you for presenting this petition. Officers and I have been on site to investigate this matter firsthand. There are concerns about changing the parallel bays into echelon bays. Firstly, given the requirement to meet the relevant legislation, there is insufficient room for echelon bays, in some sections, without changing the layout of the pavement, which would require it to be made narrower. Secondly there would be safety concerns with vehicles reversing out onto a busy main road.

This matter has been looked at before, but in reverse, when the correct, clearly marked, parallel parking bays were created because informal echelon parking was creating a potentially dangerous situation.

In terms of the 2 hour parking limit the council agreed to prioritise limited resources on essential signing and lining maintenance so are unable to carry out non-urgent changes to parking restrictions outside of resident parking schemes, with the exception of disabled bay requests.

I also saw the important local development of a new community Library and Medical Centre that is going on opposite the shopping parade at the moment. This may be affecting the availability and use of local parking, but once this is complete I am sure that parking capacity will improve.

I appreciate this isn't the response you are looking for but I can assure you officers and myself have looked into this matter carefully".

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

(ii) Safer road crossings for Church Road and St Andrews Road- Rae Powers

24.4 The Committee considered a petition signed by 814 people that requested a number of traffic calming measures to improve safety on Church Road and St Andrews Road.

24.5 The Chair provided the following response:

"Thank you for your petition. I recently met with officers from the Road Safety Team and local councillors to look at some of the highways issues in this area.

The Council has a rolling annual programme of pedestrian crossing assessments, full details of which are published on the Council's website. Assessment of over 100 sites each year is undertaken methodically, and considers the road safety history of each location as well as the levels of traffic and pedestrian activity that exists at each site.

This information is supplemented by an appraisal of accessibility, amenity and physical conditions. This entire process has been before Council and approved as the most consistent way in which to manage requests for crossing facilities.

It is proposed that your requested locations are added to the current programme for assessment".

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

(iii) Traffic calming measures on Mile Oak Road- Sarka Quesne

24.7 The Committee considered a petition signed by 113 people that requested the council install traffic calming measures along Mile Oak Road specifically between Melrose Avenue and High Street.

24.8 The Chair provided the following response:

"Thank you for your petition. Officers from the road safety team have met with local Members at this location on a couple of occasions to see if any improvements can be made to make the road and immediate area into a more pleasant environment, particularly for pedestrians, however, any options available will have significant impacts on other areas and users. I joined the most recent site meeting to see the situation for myself.

When considering any requests for traffic calming, or other measures to mitigate against the effects of traffic in a neighbourhood, the council look at the history of the area

concerned, particularly to see if there have been any injury causing collisions in the past three years, and then prioritise this request alongside the many others that we receive city wide.

I am pleased to say that this section of Mile Oak Road has a very good record when it comes to road safety with no recorded injuries in this period. However, with such a good record it is with regret that we clearly cannot prioritise it above other locations that have a poorer record and where injury collisions are happening.

I am minded that the new Kings School has opened at the former 6th form and we will of course continue to monitor the highway safety in that area”.

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

(iv) Elm Grove highway parking- Keith Newell & Cllr Daniel

24.10 The Committee considered a petition signed by 40 people requesting that the council defer any decision on pavement parking enforcement in Elm Grove for 12 months to allow for a community consultation on a solution.

24.11 The Chair provided the following response:

“Thank you for presenting your petition. As you will be aware, there is a substantive item on the agenda relating to your petition and the points you have raised will be considered during the debate of that item”

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

(b) Written Questions

24.13 The questioner was not present at the meeting; therefore the question was not put to the Committee. The following response was provided in writing subsequent to the meeting:

“Thank you for your question. As you maybe aware the council actively encourages people to walk their children to school and I’m pleased to inform you that the council is looking into safety improvements in the Carton Hill area using funding secured from the American Express Development. These measures will be designed in order to calm traffic and make it safer for pedestrians. Once these measures have been finalised I will ask officers to contact you to provide more detail of what is planned for the area”.

(c) Deputations

(i) Verge parking Varndean Road- Nick White & Councillor Shanks

24.14 The Committee considered a Deputation presented by Nick White and Councillor Shanks that requested Varndean Road be included in the proposed pilot scheme for restricting parking on verges and footways.

24.15 The Chair provided the following response:

“As you will be aware there is a substantive item on the agenda on this item and I feel it appropriate to discuss the issues you have raised at that point”.

24.16 **RESOLVED-** That the Deputation be noted.

25. ITEMS REFERRED FROM COUNCIL

(a) Petitions

(i) Rochester Street resident parking- Councillor Duncan

25.1 The petitioner did not attend the meeting to hear the response therefore it was provided in writing and is set out below:

“Thank you for your petition. In terms of the Bakers Bottom and Craven Vale area it was agreed by Committee in January following a Citywide Parking Review last year that this area would be put on the parking scheme priority timetable. Therefore, residents will be consulted on a resident parking scheme following your requests.

The proposal is to conduct parking surveys later in the year and then consult residents early next year with a questionnaire / plan / information pack sent to every address and staffed exhibitions in the area. If any proposal is agreed to be taken forward the intention is to operationally start a scheme next year”.

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

(ii) Road Safety on Davey Drive- Samantha Simson

25.3 The petitioner did not attend the meeting to hear the response therefore it was provided in writing and is set out below. At the request of a member of the Committee, the response was read out at the meeting.

“I have recently visited the area and acknowledge the petitioner’s objective of creating a safer environment outside the St Josephs RC Primary School.

As you will be aware the council constructed new steps outside the school to improve and make the crossing point to the bus stop safer which is working well.

Following a further site visit with officers it has been concluded that removal of the disabled parking bays to introduce more keep clears would not provide any additional benefits and may in fact increase vehicle speeds on the approach due to drivers having a straight run through this stretch.

However, I’m pleased to inform you that school travel plan officers will be meeting the new head teacher shortly to discuss how best to tackle traffic issues brought about by poor driver behaviour”.

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

(iii) Crossing on Brentwood Close- Councillor Rufus

25.5 The petitioner did not attend the meeting to hear the response therefore it was provided in writing and is set out below. At the request of a member of the Committee, the response was read out at the meeting.

“Thank you for your petition. The Council has a rolling annual programme of pedestrian crossing assessments, full details of which are published on the Council’s website. Assessment of over 100 sites each year is undertaken methodically, and considers the road safety history of each location as well as the levels of traffic and pedestrian activity that exists at each site. This information is supplemented by an appraisal of accessibility, amenity and physical conditions. This entire process has been before Council and approved as the most consistent way in which to manage requests for crossing facilities.

I propose that your requested location is passed to officers and added to the current programme for assessment”.

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

26. MEMBER INVOLVEMENT

(b) Written Questions

(i) Councillor Cox- Coach Parking

26.1 Due to the similarities in the question subject, the Chair requested Councillor Cox and Councillor Mears present their questions in succession and a response would be provided for both.

26.2 Councillor Cox asked the following question:

‘The Council’s Seafront Strategy, as part of the aim to grow the number of visitors arriving by public transport, includes an objective to ensure parking for coaches is easy to locate and of high quality. What progress has been made in meeting this objective?’

(ii) Councillor Mears- Coach parking study

26.3 Councillor Mears asked the following question:

“Will Councillor West please update me on progress with the coach parking study agreed by Cllr. Davey at the Transport Committee meeting of 27th November 2012?”

26.4 The Chair provided the following response:

“Taking Councillor Cox’s question first, provision for coaches (including their passengers and drivers) is one of a number of important issues supporting visitors to come to the city using sustainable transport. The main area of dedicated provision for parking coaches is in Madeira Drive. It is directly on the seafront and its operation is well-run. It therefore meets those criteria you quoted.

Suggestions for a new purpose-built facility to complement the existing on-street provision, alongside parking or traffic controls to manage coach parking in other areas such as Roedean have been raised by residents and ward councillors.

And that brings me on to Councillor Mears’ question. Officers have taken up Councillor Davey’s earlier request to look at 1) demand; 2) capacity; and 3) possible solutions to the coach parking problem. They have looked at available data which indicates that :-

Peak demand in the summer is estimated to be between 60 to 80 spaces and the average stay of a coach is about 8 hours.

Capacity in Madeira Drive is estimated to be about 50 spaces and in the Marina about 10 spaces – but as residents and ward councillors have highlighted, coaches do also park elsewhere where parking controls currently allow for it, such as the Roedean area. In terms of possible solutions, we already know through the lengthy discussions and debates about Park and Ride, that to deliver this type of purpose-built, transport infrastructure requires both spare land and huge financing – both of which are in short supply in this city.

Another option is building a purpose-built coach park. The most obvious and frequently-suggested sites that would fulfil the criteria stated by Cllr Cox are 1) the Gasworks site by Marina Way and 2) the Black Rock site.

To progress the work much further and develop detailed plans has not yet been possible this financial year given the existing priorities, commitments and resources agreed by Full Council and committees.

However a review of the council's Local Transport Plan is beginning, and we will consider how we can address the issue of coach parking and associated facilities in that strategy – along with allocation of resources.”

26.5 Councillor Mears asked the following supplementary questions:

“I would like clarity as to why our administration were advised by officers that £100,000 was sufficient to provide temporary coach parking facilities in the city when this has been established as insufficient and at least £200,000 was required”

“Please can the feasibility of a 2 hour parking measures for Roedean Road be examined?”

26.6 The Chair replied that he would provide a formal response to Councillor Mears supplementary questions in writing subsequent to the meeting.

26.7 Councillor Cox stated that whilst increasing coach parking provision in the city was not an easy task; the council could do better particularly if the administration had real concern for sustainable transport.

(c) Letters

(i) Councillor Mitchell- Future use of Rottingdean pitch & putt golf course

26.8 Councillor Mitchell stated the central matter of her letter had changed since her submission of the letter as she was aware that the operator had now withdrawn their proposals. Councillor Mitchell stated that she welcomed this development as there had been a lot of local concern about the proposals. Councillor Mitchell hoped that there would now be a proper consultation on further proposals as to future use of the site.

26.9 The Chair provided the following response:

“Thank you for your questions about the Rottingdean Pitch and Putt. The lease for the Rottingdean Pitch and Putt site has expired and in line with normal procedures officers advertised the site through the Council's land agents. The site is

located approximately one mile from the Roedean Pitch and Putt and the initial marketing exercise showed that re-letting the site as a golf course was not financially viable.

The option to incorporate the site in to the nature reserve was discussed at that stage with ward councillors. Given the significance of the site to the local community the decision was made to re-advertise it to encourage a wider recreational use which complemented the site's sensitive nature and location.

Orb360 were the preferred bidder with their proposal to reopen the café, rent out segways and provide community activities and facilities. The company has experience of working in sensitive locations having operated the Zorbing business near Devil's Dyke for a number of years.

The proposed activities are not considered to have a detrimental impact on the site or its neighbours and no additional parking would be required. The segways are silent electric vehicles which would run on the existing grass along set routes covering only a small proportion of the site. No permanent barriers would be required to prevent them straying off the set routes. The operator was keen to work with the council to enhance the conservation interest of the area, most of which would not be accessed by the segways.

The operator would have had to apply for planning permission to the South Downs National Park to upgrade the café and provide a storage facility for the segways".

26.10 **RESOLVED-** That the Letter be noted.

(ii) Councillor Theobald- Parking on A23 at Patcham Place recreation ground

26.11 Councillor Theobald presented a letter regarding dangerous parking on the A23 adjacent to the Patcham Place recreation ground.

26.12 The Chair provided the following response:

"Thank you for your letter. I am familiar with the parking issues you describe and share your anxiety about impact upon safety.

The Parking Infrastructure team and the Road Safety team are currently investigating this issue to consider a way forward. A single advisory white line has already been marked out to deter parking near the roundabout.

To enforce the parking issues in this road we are liaising with the Highways Agency to gain permission to extend the existing Urban Clearway to south of the pedestrian refuge. We are aiming to advertise this proposal through a traffic order later in the month. Alongside this we're also looking at improving road safety by changing the white road markings by the refuge.

If these measures are agreed without objection then we can restrict parking quickly, otherwise we may have to bring a report to this Committee to determine any objections".

26.13 **RESOLVED-** That the letter be noted.

(iii) Councillor Theobald- Carden Avenue Service Road

26.14 Councillor Theobald presented a letter regarding his and residents concerns about road safety on Carden Avenue service road. Councillor Theobald also highlighted the recent

cases of vehicles associated with building development work parked dangerously on the bend.

26.15 The Chair provided the following response:

“Thank you for your letter and the interesting findings from your survey. As you state Carden Avenue residents are currently being consulted on the proposal to make this road 20 mph the results of which will come to the next committee in November. In regards to the request to make the service road one-way with traffic calming I will ask officers to investigate this in more detail and report back to the same November committee”.

26.16 **RESOLVED-** That the letter be noted.

(iv) Councillor Daniel- Hanover & Elm Grove Improvement Plan

26.17 Councillor Daniel presented a letter requesting community consultation on improving the physical environment of the Hanover & Elm Grove areas including refuse collections, street sweeping, litter bin provision and community clean-ups.

26.18 The Chair provided the following response:

“We would welcome working with residents in Hanover on how we can work together to improve the cleanliness of the area. Your suggestions on graffiti and litter bins are certainly areas we can discuss and we are more than happy to look at how the services are delivered and explain why things are done in a certain way. The new refuse and recycling rounds have commenced and it maybe good to wait a month to bed these in and see how the land lies and if there are further changes needed. In the meantime I do suggest that you meet with the Cityclean team to start discussing a plan to involve the local community in shaping the service to them”.

26.19 **RESOLVED-** That the letter be noted.

27. PARKING ANNUAL REPORT 2012-13

27.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that requested approval of the Parking Annual Report 2012-13 detailing the performance of Parking Services for submission to the Department for Transport and for general publication under the provisions of the Traffic Management Act 2004.

27.2 Councillor Cox asked why page 75 of the agenda appeared blank.

27.3 The Policy & Development Manager clarified that this was an error printing the agendas and that he would circulate the missing page via email to Members.

- 27.4 Councillor Daniel asked if the information could be presented in a more user-friendly manner in future so as to be clearer for members of the public who often took great interest in parking revenue and spend.
- 27.5 The Policy & Development Manager replied that the current format adhered to British Parking Association best practice writing guidance and certain elements had to be presented in a certain way to allow comparative analysis with other authorities. However, other elements could be reviewed in liaison with members of the public for next years report.
- 27.6 Councillor Sykes enquired what 'Dispensation Permits' were used for and sought assurance that the savings made by the council parking enforcement contractor would not result in a negative impact on how the service was delivered.
- 27.7 The Policy & Development Manager replied that Dispensation Permits were usually, but not exclusively, provided to social workers to permit parking close to or on double yellow lines where they needed close access to a property. The Policy & Development Manager added that the savings had been identified in the tender of the contract and would be made by using resources more intelligently. Amongst others, this included the provision of bicycles to enforcement officers in order for their areas to cover a wider distance and significant savings in ICT systems.
- 27.8 Councillor Simson asked if there would be an upcoming report on the work recently completed on Lewes Road.
- 27.9 The Head of Transport clarified that there would be a report assessing the changes submitted to the Committee in approximately twelve months time. This was a standard timeframe to allow the scheme to 'bed-in' and analysis made.
- 27.10 Councillor Simson noted that the authority now offered concessionary taxi fares as well as concessionary bus fares. Councillor Simson asked if the cost of doing both was included in the total figure provided at page 71.
- 27.11 The Policy & Development Manager confirmed that both costs were included in the totals.
- 27.12 Councillor Sykes commended the report that he believed was positive for motorists including shorter and fewer waiting lists and a reduction in the Penalty Charge Notice's issued.
- 27.13 Councillor Davey re-iterated the statement made by Councillor Sykes. He believed the report to be helpful to the public particularly its analysis of how the parking surplus was used.
- 27.14 **RESOLVED-**
1. That the Committee endorses the publication of the Parking Annual Report for 2012-13 under the provisions of the Traffic Management Act 2004.

2. That the Committee authorises the Head of Transport Operations to produce and publish the report which will be made available on the Council's website.

28. HIGHWAYS WINTER SERVICE PLAN 2013-14

- 28.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that presented the Highways Winter Service Plan 2013-14 which was the result of an annual review by the highways team in partnership with other council sections, East and West Sussex authorities, the Highway Agency, the Sussex Resilience Forum and other transport operators. The Highways Code of Practice recommended that local authorities should formally approve, adopt and publish a Plan annually.
- 28.2 Councillor Simson noted the three different figures provided in the report regarding grit bin provision and asked for clarification.
- 28.3 The Head of Highway Operations stated that there were a total of 435 bins inclusive of those provided for other services and 422 exclusive public highway bins.
- 28.4 Councillor Sykes noted the information provided on use weather forecasting tools and asked if the authority co-ordinated their work with other sectors.
- 28.5 The Head of Highway Operations clarified that the authority had a joint contractor with East Sussex County Council and used one of the major three providers for winter weather system information. The Head of Highway Operations added that the weather systems in Brighton and Hove were quite unique which made it difficult to predict variations from location to location hence the need for a specific winter forecast for Brighton and Hove rather than a non-specific regional service.
- 28.6 Councillor Robins commended the excellent service provided by the Highways team which in his view did not often receive the recognition it deserved.
- 28.7 Councillor Simson stated that the Highways team had a very difficult service to operate that was carried out very well. Councillor Simson added that she had witnessed a positive impact in her ward for the first time this year that demonstrated the research and analysis work conducted. Councillor Simson supplemented that as city representatives, Members should encourage residents to help as much as possible during periods of extreme weather.
- 28.8 Councillor Theobald praised the work of the Highways team and asked if the Frequently Asked Questions section within the report could be made publically available to the public.
- 28.9 Councillor Hawtree commended the excellent service provided particularly as volatility of weather systems had increased recently and were often hard to predict.
- 28.10 Councillor Davey repeated the praise relayed by other Members of the committee and praised the information provided on the website which was very useful.

28.11 **RESOLVED-** That the Environment, Transport and Sustainability Committee approves the Brighton & Hove City Council Highways Winter Service Plan 2013-14 as attached at Appendix 1 to the report.

29. CITYWIDE BUS LANE ENFORCEMENT

29.1 **RESOLVED-**

- 1 That the Environment Transport and Sustainability Committee approve the extension of CCTV enforcement to all of the city's legally enforceable bus lanes
2. That the Environment Transport and Sustainability Committee approve the enforcement by CCTV of the parking contraventions of 'being parked in a loading place' and 'double parking', in areas already designated for CCTV enforcement

30. VERGE AND PAVEMENT PARKING RESTRICTIONS - FORMAL CONSULTATION

- 30.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that addressed the representations and objections to the draft traffic regulation order for Prohibition of Stopping and Waiting on Verges and Footways and sought approval of the order subject to the amendments detailed in the report.
- 30.2 In response to public representation and other queries raised, the Programme Manager & Policy Development Officer explained that with regard to Varndean Road, he agreed that the specific stretch of road where vehicles are likely to come into conflict was 93 metres not 203 metres which would allow 17 out of the 20 vehicles currently on the verge to park on the road. However, he was of the view that to implement this, 4 x 15m sections of no waiting at any time would also be required on the south side. These would also act to protect pedestrian accesses to the flats and would result in the loss of about 12 spaces in an area of limited on street parking. The Programme Manager & Policy Development Officer stated that the trial areas were intended to have the consent of the local community to proceed and noted there are 15 objections from residents of Varndean Road and that 2 out of 3 ward members were not favour. It was the officer's view that any agreement to include Varndean Road within the proposals would negate that element of consent. Subject to agreement of the recommendations and resources and priorities, further consultation could take place with a view to finding a solution for Varndean Road.
- 30.3 Councillors Davey and Hawtree enquired as to possible alternative options for verge parking restrictions on Varndean Road.
- 30.4 The Chair replied that it was clear that the technical officer was very concerned about the inclusion of Varndean Road in the pilot scheme and the basis of consent of the community and safety. The Chair added that alternative options for Varndean Road could continue to be examined and the information learned from the pilot scheme would help inform that position.

30.5 Councillor Theobald welcomed the pilot scheme and agreed that the views and consent of residents and ward councillors should be respected in implementation.

30.6 **RESOLVED-**

1. That having taken account of all duly made representations and objections Environment Transport & Sustainability Committee approve The Brighton & Hove (Various Roads) (Prohibition of Stopping and Waiting on Verges and Footways order 20** (TRO-15-2013) subject to the following amendments.
2. Item 2 Schedule 1 shall be amend description to “From its junction with Surrenden Road to a point 88 metres south of the junction with Carden Avenue.”
3. Delete item 9 schedule 1 Varndean Road
4. In response to safety audit recommendations officers are to prepare measures to mitigate any adverse effects that have been identified in that audit subject to monitoring and evaluation of these locations.

31. **INDIVIDUAL DISABLED BAYS**

- 31.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out the results of a review into the possibility of offering Individual Disabled Bays to residents within Brighton & Hove and requested approval to proceed with the scheme.
- 31.2 Councillor Simson asked if the bays would be enforceable.
- 31.3 The Parking Infrastructure Manager confirmed that they would be within Controlled Parking Zones (CPZ's) and a telephone number would be provided to users to report contraventions for outside CPZ's.
- 31.4 Councillor Sykes asked how many individual bays were estimated to be provided if permission to proceed was granted.
- 31.5 The Parking Infrastructure Manager replied that his expectation was for twenty to be taken up at first although this figure was likely to be a lot higher as more people became aware of the scheme.
- 31.6 The Chair asked if the cost figures outlined in the report included officer time.
- 31.7 The Parking Infrastructure Manager replied that officer time would not be included in the application cost and that the figures outlined included expenditure to conduct the work only.
- 31.8 Councillor Simson enquired as to the general reaction to the proposed cost of application for members of the public.

- 31.9 The Parking Infrastructure Manager clarified that the reaction had been mixed. Some people believed the proposed costs represented value for money for a dedicated, individual bay, others thought the costs expensive.
- 31.10 Councillor Mitchell moved a motion to amend recommendation 2.1 and add a further recommendation 2.2 as shown in bold italics:
- 2.1 That the Committee approve the proposal that the council provide permit specific disabled persons parking bays subject to the criteria and charges set out in this report **and subject to 2.2 below.**
- 2.2 That the overall cost of the application is capped at £55 in recognition of the fact that many people with disabilities and in receipt of Mobility Allowance and high rate Attendance Allowance are living on low, fixed rate incomes.**
- 31.11 Councillor Robins formally seconded the motion.
- 31.12 Councillor Mitchell stated that whilst she welcomed the report basic proposals, the Labour & Co-operative Group believed the cost of the application was too high as many people with disabilities and in receipt of a higher rate benefit would be living on low, fixed rate incomes. Councillor Mitchell added that the authority received substantial parking income and it would be a good gesture to some of that to reduce the cost of the application to help those who needed it.
- 31.13 Councillor Hawtree stated that he would be keen to support the motion but would like clarification on whether such a scheme could be affordable.
- 31.14 The Head of Transport clarified that affordability was dependent upon uptake. If the expected figure of twenty bays were taken up, this would result in a four figure loss to the authority. If demand and uptake increased, this figure would naturally be a lot higher. The Head of Transport stated that it was down to Members to decide the affordability of the measures proposed in the motion.
- 31.15 Councillor Cox stated that it was difficult to make any assessment of the potential impact upon the authority with accompanying financial implications. Councillor Cox added that he would like the Labour & Co-operative Party to identify where to find the loss stipulated within the motion from the council's budget.
- 31.16 Councillor Robins stated that the cost of 20 bays would actually be £890. Councillor Robins added that even if 200 bays were taken up, this would cost £8,900 which was a small figure to help the disadvantaged.
- 31.17 Councillor Davey stated that the scheme was a real innovation, would help disabled people and was a positive outcome of the City Parking Review. Councillor Davey stated he fully expected that there would be a much higher take-up of the bays than twenty and he was concerned that to accept the Labour & Co-operative motion would place enormous financial pressure on the ability to maintain and co-ordinate the project. Councillor Davey also believed the charges to be fair for the amount of work required.

- 31.18 Councillor Sykes stated that the costs were not significant in the overall charges of operating a car. It was his view that applicants would be forthcoming and that the £100 cost of application was not unfair.
- 31.19 With regard to the Labour & Co-operative Group motion, Councillor Theobald stated that the Mobility Allowance and the Attendance Allowance were not means-tested benefit therefore; to reduce the cost of application to £55 would not benefit the disadvantaged alone.
- 31.20 Councillor Mitchell stated her disappointment that the motion was not supported highlighting the relatively low number of applicants and that advertising could be incorporated into other traffic order notices. Councillor Mitchell added that the figure the council would lose was relatively low and would help the most disadvantaged.
- 31.21 The Chair stated that he was concerned about the financial implications of reducing the application fee and that he was mindful that those who could apply were already entitled to a disabled bay and this was an optional measure to correct problems.
- 31.22 The Chair then put the motion to a vote with the following outcome:
- For: 5
Against: 5
Abstentions: 0
- 31.23 Therefore the motion was not carried.
- 31.24 The Chair then put the recommendations detailed in the report to the vote with the following outcome:
- For: 10
Against: 0
Abstentions: 0
- 31.25 **RESOLVED-** That the Committee approve the proposal that the council provide permit specific disabled persons parking bays subject to the criteria and charges set out in this report.
- 32. ELM GROVE, BRIGHTON- MANAGEMENT OF HIGHWAY PARKING AND OBSTRUCTIONS**
- 32.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that provided the outcome of the public consultation into proposed improvements in Elm Grove and the decision not to proceed with the proposals on the basis of the results. The report also requested authorisation to organise a joint initiative with Sussex Police to co-ordinate enforcement of parking contraventions, obstructions and other nuisances on the public highway in Elm Grove later in 2013.
- 32.2 Councillor Davey enquired as to who was involved in the previous consultation process.

- 32.3 The Programme Manager & Policy Development Officer clarified that the previous consultation process had been initiated by the former local councillor Matt Follett and proposals had been worked upon in co-operation with the Hanover Local Action Team and Elm Grove Community Action Group amongst others.
- 32.4 Councillor Theobald asked why yellow lines had been marked on the road if they were not enforced.
- 32.5 The Programme Manager & Policy Development Officer clarified that the lines had been marked in the 1980's and reviewed several times, most recently in 2012. The lines were mainly placed at junctions on the road. The Programme Manager & Policy Development Officer added that outside CPZ's, enforcement was discretionary according to the resources to do so.
- 32.6 Councillor Simson noted that significant increases in enforcement were made under the previous Conservative administration that had not been sustained. Councillor Simson asked how this would be done on this occasion.
- 32.7 The Programme Manager & Policy Development Officer replied enforcement measures were referred to in-depth within the report and it was certainly the authorities and Sussex Police intention to do so subject to approval of the report. The Programme Manager & Policy Development Officer stated that Elm Grove should be maintained just as anywhere else in the city and the collision and accident study referred to at 3.9 of the report, demonstrated the urgent need to do so.
- 32.8 Councillor Daniel requested that the Committee defer the report for twelve months. Councillor Daniel explained that the local community groups had recently unanimously agreed to move forward with the proposals initially with a questionnaire they all had designed. Councillor Daniel asked the Committee to defer a decision to give the local community a chance.
- 32.9 Councillor Hawtree stated that the matter of highway parking was a long running issue that had not been dealt with satisfactorily and in his view, accepting the proposals would make Elm Grove safer.
- 32.10 Councillor Mitchell stated that if the Committee accepted the proposals, it would ignore the wishes of a whole constituency and the ward councillors who had voted against the consultation proposals. Councillor Mitchell added that in her view, residents should be given another opportunity within a twelve month timeframe and if no agreement could be reached then enforcement measures should be put in to place. Councillor Mitchell supplemented that whilst she did not condone illegal parking, residents now understood the need for a solution. Councillor Mitchell requested that ward councillors, residents and the community groups be given twelve months to work on proposals for a solution. Councillor Mitchell added that whilst the current situation could not continue there was an alternative method and for any measures to work, they would require the buy-in and all the aforementioned groups and local residents.
- 32.11 The Chair stated that it was clear the entire Committee agreed that the situation was unsafe however; no amendment had been put forward as an alternative to the recommendations by any political group.

- 32.12 Councillor Cox stated that the report described long-term practice and custom of extremely dangerous driving and parking in Elm Grove that the Committee were being asked by the Labour & Co-operative Group to ignore for another year. Councillor Cox stated in his view, that was not tenable and the Committee had to consider people's safety first and foremost and a deliberate decision not to opt for enforcement would seriously question Members sense of judgement and civic responsibilities.
- 32.13 Councillor Sykes stated that he had visited the Elm Grove recently and viewed areas where parking was complete chaos. Councillor Sykes believed the Committee had to be responsible and should begin enforcement to ensure peoples safety.
- 32.14 Councillor Davey stated that the illegal parking issue in Elm Grove had a very long history adding that two years ago, the administration had agreed with the community to come up with a solution. Councillor Davey stated that the proposed solution had been rejected and he could not see any other option aside from beginning enforcement action. Councillor Davey added that he had recently been contacted three times by a shop owner in the area who had informed him of incidents of cars driving down the pavement nearly colliding with customers exiting his shop. Councillor Davey supplemented that significant efforts had been made to find a solution in partnership with the local community that had not been reached. Councillor Davey expressed his belief that enforcement actions begin which could work alongside continued work with the local community to find a holistic solution.
- 32.15 Councillor Simson stated that enforcement should have been instigated a long time ago and could not understand why such behaviour had been allowed to continue. Councillor Simson stated her empathy with the Labour & Co-operative Group's request for deferral as the best solution to fix such a long term culture would be to work up from grassroots level with the buy-in of the local community.
- 32.16 Councillor Theobald stated his support for beginning enforcement action as there were significant safety issues that the Committee could not ignore. Councillor Theobald also relayed his support for continuing to work with the local community to find a widely accepted solution.
- 32.17 The Chair then put the vote with the following outcome:
- For: 6
Against: 3
Abstentions: 1
- 32.18 **RESOLVED-**
1. That Committee notes the outcome of the public consultation on a scheme for environmental improvements in Elm Grove and that it is not proposed to proceed with the scheme in view of the majority of residents who responded being opposed to the scheme.

2. That Committee authorises officers to organise a joint initiative with Sussex Police to co-ordinate enforcement of parking contraventions, obstructions and other nuisances on the public highway in Elm Grove later this year.

33. BETTER BUS AREAS - EDWARD STREET AND EASTERN ROAD - TRO OBJECTIONS

33.1 RESOLVED-

- 1) That, having taken account of all duly made representations and objections, the Environment, Transport and Sustainability Committee approves as advertised the following orders:
 - **TRO-17a-2013** Brighton & Hove (Edward Street & Eastern Road) (Bus Lane) Order 201*
 - **TRO-17b-2013** Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*

With the following amendments:

The addition of an exemption to allow loading and unloading in the bus and cycle lanes at times other than 7am-10am and 4pm-7pm for the reasons set out in paragraphs 4.8 - 4.10.

- 2) That any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order once construction of the scheme is complete.

34. DYKE ROAD PED & CYCLE FACILITIES - PERMISSION TO CONSULT

34.1 RESOLVED-

1. That the committee grant permission to consult informally with residents, businesses and stakeholders regarding the proposals for Dyke Road.
2. That results of the informal consultation are brought back to Environment and Sustainability Committee for consideration on 26th November 2013

35. ACCESS TO SDNP - DITCHLING ROAD: PERMISSION TO CONSTRUCT (PHASE 1)

- 35.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that requested permission to proceed with the implementation of facilities on Ditchling Road which that would support people walking, cycling and using public transport to access the South Downs National Park (SDNP). The scheme was a part of the funding secured in 2012 for the 2 National Parks Local Sustainable Transport Fund to improve sustainable transport access to the SDNP.

- 35.2 Councillor Theobald welcomed the scheme but noted the concern of his residents regarding the proposals for sheep grazing either side of the road.
- 35.3 The Principal Transport Planner stated this was also the main issue raised in the consultation and it was proposed that that element of the scheme be withdrawn and further investigative work carried out.
- 35.4 Councillor Mitchell stated that, since the creation of the SDNP, it was necessary to improve the surrounding roads. Councillor Mitchell stated that she welcomed the majority of measures and the scheme itself but had reservations regarding the removal of road lining. Councillor Mitchell asked if the removal of road lining could be delayed pending a monitoring scheme for the impact of speed limit reduction.
- 35.5 The Principal Transport Planner explained that there were a number of elements to the scheme that would have to be implemented carefully and in co-operation with Sussex Police. Removal of the road lining was part of a wider package of measures for speed reduction along the road. Studies had demonstrated that drivers travelling along a road absent of lining consider their actions much more carefully than when travelling on a lined road.
- 35.6 Councillor Cox stated that the current conditions were very poor for walking to the SDNP and the area itself did not currently reflect a rural gateway to a National Park. Councillor Cox explained that whilst he had reservations about sheep grazing either side of the road, cattle grids would provide a much more suitable introduction and impression to the National Park entrance.
- 35.7 **RESOLVED-**
1. That the Committee notes the results of the informal consultation, showing 62% support for the proposal to improve the Ditchling Road environment to enable people to walk, cycle and take the bus comfortably to the South Downs National Park and 67% support the proposal to reduce the speed limit on Ditchling Road from 60mph to 40mph along Ditchling Road between Coldean Lane and Woodbourne Avenue and grants permission to proceed with those elements of the scheme not bound by Traffic Regulation or Speed Reduction Order as set out in paragraph 3.11(a) to (f) of the report.
 2. That the Committee grants permission to the Executive Director Environment, Development & Housing to proceed with advertisement of a Speed Reduction Order in relation to the measures set out at paragraph 3.11(g) in the report and that any objections to the Speed Reduction Order are brought to the next Environment and Sustainability Committee for consideration.
 3. That the Committee notes that a report will be brought back to this Committee prior to the introduction of the limit and associated features.
 4. That the Committee instructs officers to submit a report to Policy & Resources Committee recommending that the land adjacent to Ditchling Road, which is currently not available for Highway use, is appropriated for highway purposes.

5. That the Committee instructs officers to investigate the legal and regulatory requirements necessary for the introduction of open grazing and to bring a further report to ETS Committee with the outcome of the investigations and any subsequent recommendations.

36. 'THE COMMON ROOM' (ANN STREET/PROVIDENCE PLACE)

36.1 RESOLVED-

1. That members of the committee note the work that has been undertaken in taking forward the successful aspects of the Lively Cities 'Common Room' pilot scheme into a draft permanent implementation plan.
2. That the committee approves the draft permanent plan for the purpose of a six week public consultation exercise commencing later this month, with the results and next stages being reported back to a future meeting of the committee to enable work to commence in Spring 2014 .

37. AMENDMENT TRAFFIC ORDER

37.1 RESOLVED-

1. That the Committee is recommended to (having taken into account of all the duly made representations and objections):

Approve the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 201* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* with the following amendments:

- a) That the proposed removal of disabled parking bays outside No.1 & 11 Batemans Road, Nos.101 & 105 Dean Gardens, No.9 Highview Way, No.3 The Forge Kingsthorpe Road and No.75 St Leonard's Road are to be removed from the Traffic Order as these bays are still required by local residents.
- b) That the proposed disabled parking bays to be made enforceable outside No.10 Edburton Road and No.15 Grange Road are to be removed from the Traffic Order as these bays are no longer required by local residents.
- c) That the proposed disabled parking bay to be made enforceable outside No.75 Princes Crescent is to be removed from the Traffic Order as this bay has recently been advertised on Area J Extension Traffic Order
- d) That the proposed Motorcycle bay extension in Wordsworth Street is to be removed from the Traffic Order due to the reasons outlined in section 3.6.

38. TRAVELLER COMMISSIONING STRATEGY: ONE YEAR ON

38.1 **RESOLVED-** That Environment, Transport & Sustainability Committee notes the progress made, achievements and challenges in delivering the strategy (Appendix 1).

39. ITEMS REFERRED FOR FULL COUNCIL

39.1 No items were referred to Full Council for information.

The meeting concluded at 7.50pm

Signed

Chair

Dated this

day of

Notes of City Sustainability Partnership Meeting – 26 September 2013

Committee Room I, Brighton Town Hall, Bartholomew Square, Brighton, BN1 1JA

Present:

Public Services:

Community and Voluntary Sector:

Cat Fletcher (CF)

Chris Todd (Chair)

Roger Carter (RC)

Vic Borrill (Vice Chair)

Business Sector:

Damian Tow

Brighton & Hove City Council:

Councillor Ollie Sykes (OS)

Councillor Pete West (PW)

Thurstan Crockett, Partnership Manager and note taker (TC)

Geoff Raw, Strategic Director (GR)

Observers

John Kapp, Hove civic Society (JK)

Myrtle Cooper, BPEC (MC)

Peter Friedman, Fair Trade Steering Group (PF)

Henry Unwin, BioRegional (HU)

Lukas Grancic, Intern at Brighton & Hove City Council (LG)

I. Introduction, Apologies and actions from the last meeting

- I.1 Apologies were received from Danni Craker, Brighton & Hove Chamber of Commerce; Mark Brunet, Blatchington Mill School; Zoe Osmond, University of Brighton; Sarah Jones, Brighton & Hove City Council; Phil Belden, South Downs National Park; Mark Strong, CVSF.
- I.2 The Minutes of the last meeting on 4 July 2013 were approved.
- I.3 The Chair went through updates on the following actions from the last meeting.
 - 6.2 One or two suggestions for potential growing land had been forwarded
 - 7.1 Only two proformas had been received. It was agreed that this would not be pursued further.
 - 1.3 Zoe Osmond's presentation on Green Growth Platform would now be in November, as she was poorly.
 - 2.2 DT to cover this under Agenda item 5.

2 Green Growth Platform update - presentation

- 2.1 This item was postponed to November, as Zoe Osmond was ill and not able to attend the meeting.

3 City CO₂ emissions update

- 3.1 TC introduced his report, emphasising that the figures showed only a partial picture of city CO₂ emissions; nonetheless, by this measure, the city was back on target, although this could have been because of the mild winter that year – 2012 was another cold year. CF asked if a more up to date measure was available, but TC said not. It was pointed out that the UK was looking to reduce per capita emissions from 10 to 2 tonnes per person by 2050.

4 OPL progress report and behaviour change campaign update

- 4.1 DT updated partners, saying roughly two thirds of actions in the Sustainability Action Plan were progressing as green: on target, with almost another third on amber; and only a total of eight on red as not progressing. He said a decision had been taken by the Board to put the whole £30K assigned for a Behaviour Change campaign into cutting carbon emissions over two years; further progress would be reported to October Board and Leads meetings'; a number of funding bids were being submitted, including one to DECC's district heating fund for local authorities; and to the Rockefeller Foundation's 100 Resilient Cities fund. JK said he hoped some of the DECC fund money could be spent on a feasibility study for using the waste heat from Shoreham Power Station. BioRegional was said to be looking into producing an up to date ecological footprint for the city. VB said there was good work coming out of Oxford on Foodprinting that was worth exploring too.
- 4.2 PF said Ruth England had been appointed local co-ordinator for schools on the DfID-funded Global Learning Programme, with Cardinal Newman acting as the centre for secondary schools. The focus was on helping teachers focus on the relationships between this country and the developing world.

5 Food Partnership presentation

- 5.1 VB gave a presentation about the 10 years of the Food Partnership and the 4 year Harvest programme which had been evaluated in detail; she also gave an update on the mapping of local food growing potential around the city. PW talked about the opportunities for getting more free school meals to infants and 16-18 year olds. VB emphasised now the number of families struggling to get enough food to eat, with a growing number of food banks in the city.
- 5.2 The allotment strategy they were working on included a survey of allotment holders which had had 800 responses – almost a third of all allotment holders locally.
- 5.3 VB said a full update of the Action Plan for the Food strategy was being prepared – though they were still waiting for feedback from Sustainable

Transport. **Action: GR agreed to raise this with the Transport Team within the council.**

- 5.4 VB said the Food Partnership was on a membership drive to get even more engagement with their work, looking to sign up 5,000 members by December, and she asked members to help. **Action: All partners to consider joining the Food Partnership and to promote to their networks individual membership, which is free <http://www.bhfood.org.uk/join>**
- 5.5 DT asked if the success of the Food Partnership as a model for systemic change couldn't be replicated for the sustainable energy and sustainable materials/waste reduction sectors. Vic said there was something special about food and its connection for everyone, but they had achieved an enormous amount through all elements of the Food Strategy through connections across policy, community engagement, health work, and social value – they are regarded as a national leader and instrumental in the formation of the Sustainable Food Cities Network.
- 5.6 OS asked if the FP could work at a greater scale and influence supermarkets. VB said this was a challenge but the Sustainable Food Cities Network made this more possible.
- 5.7 GR said the Coast to Capital Local Enterprise Partnership had a focus on food production in coastal West Sussex and there was an opportunity to focus work on a sub-regional level across Greater Brighton. **Action: VB to take this up with Coast to Capital LEP.**

6 CSP annual meeting and election of Chairs

- 6.1 TC invited partners to consider standing, especially those from sectors other than the community and voluntary sector. Given the timing of CVSF's rep elections in the autumn, he recommended postponing the CSP's annual meeting from November to January. This was agreed.

7 Updates and Information

7.1 Sustainable Community Strategy review

- 7.1.1 TC said Mark Brunet had helped with this and the Environment and Sustainability section was being updated straight from the One Planet Sustainability Action Plan. It was recommended that a food section be added and that energy and climate change sections be combined.

7.2 Sustainable Energy Working Group and Eco Tech Show

- 7.2.1 DT said Brighton Energy Co-op was launching a new community share offer to fund 500kw photovoltaics, 350Kw of which would be at Shoreham Port and the remainder on two churches; 5% interest was expected.

- 7.2.2 The next Eco Tech show was applying for funding to the Greater Brighton Economic Board and would be staged on 26-27 June 2014. It would be business-business focused rather than on consumers.
- 7.3 Brighton & Hove Wildlife Forum
- 7.3.1 RC raised key points from the Forum's minutes of 03 September 2013 meeting. CT said there had clearly been a problem with the process for designating Wild Park and it should be re-considered. **Action: PW to check and get a briefing on this with a view to resolving it.**
- 7.3.2 CT said re geodiversity in the Biosphere Reserve bid, etc that the Forum should engage more with the voluntary partnership and help deliver objectives, rather than seemingly just criticise.
- RC said the Forum involvement with the Food Partnership's mapping project was welcomed.
- 7.3.3 Re Japanese Knotweed, PW said the council's approach was to get on with dealing with this when notified, assuming it was on council land.
- 7.3.4 Dorothy Stringer elms – the chair said it was difficult balancing different needs but that the development was providing for a much needed local facility that would support sports activity and help reduce travel to facilities elsewhere. Also, the school was planning to achieve far more biodiversity gains from the development than would be lost by it.
- 7.3.5 Re council interim representation on the Forum, GR said it needed someone with expertise and he would look into this.
- 7.4 Waste and Materials Group
- 7.4.1 CF said following a meeting earlier in the year and meetings with City College about creating WAM, she was happy to launch and lead it, with some events over the next year; a small grant from the council had been secured to do this and a bank account was being set up, so it could be sorted out shortly. Meanwhile she'd organised a soft launch event with about 60 people attending.
- 7.4.2 A big issue was the measuring of re-use in the city and to establish a target. 5K had been secured through crowd funding for Give It for Good, enough to get the pilot underway in Brighton, and she'd started to contact local re-use organisations.
- 7.4.3 She had submitted another bid for £20K to Nominet which would help deliver the Sustainable Materials plan.
- 7.4.4 The Brighton Waste House was going well - windows were in and roof on and last of wall cavities being filled - with tooth brushes; their new use performance would be measured.

7.5 Fair Trade Steering Group

- 7.5.1 PF said a film had been produced, Fair Trade Journey - India to Brighton - which would be shown at the Fair Trade Steering Group AGM in late October. this had been produced by Cottesmore School and featured lots of the city's Fair Trade shops. It was to help educate local children in particular about how clothes are made and get into shops. The group had used part of their grant from the council for this.

7.6 Toads Hole Valley & Sustainable Cities Working Group meeting

- 7.6.1 CT said it had been a very useful meeting about THV. He said more generally that the City Plan inquiry inspector seemed sceptical about the city fulfilling its duty to find space for all the homes it needed.

8 Any Other Business

- 8.1 The Chair said the 20mph speed limit second stage consultation had drawn out lots of sustainability issues; it was not a blanket scheme, but had many health and environmental benefits. PW urged everyone to respond to the consultation, not just residents of the zones affected.
- 8.2 He also gave an update on the recent Transport Partnership meeting - the council was going for a demanding schedule to produce Local Transport Plan 4 within about a year's time and sign off by the end of 2014. He would look to get a presentation on it to the partnership as part of the consultation.
- 8.3 CF asked if a presentation on the Waste House could be factored in to a partnership meeting - it would be finished around Christmas and a launch event will be arranged too. **Action: Chairs to discuss when to put this on an agenda.**
- 8.4 The Chair said after two years' hard work, the Biosphere bid was finally being handed over formally to UNESCO in an event the next day at Preston Park. There had already been good feedback about the bid and a decision was due in summer 2014.
- 8.5 GR said there was likely to be an announcement imminently about the Green Deal delivery partner for Sussex, including Brighton & Hove and a report about this was being discussed soon at the council's Policy committee. He said it would be worth the partnership discussing the opportunities and its involvement after this. **Action: Chairs to consider this item for a meeting**
- 8.6 Next meeting: 21 November, 5-7pm @ Committee Room 1, Brighton Town Hall. **Action: Suggestions re agenda items please to CT, VB or TC**

Subject: Petitions
Date of Meeting: 26 November 2013
Report of: Monitoring Officer
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

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

2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

3. PETITIONS

3. (i) Park Crescent/Park Crescent Terrace CPZ- Sarah Smith

To receive the following E-Petition and paper petition signed by a total of 163 people:

"We the undersigned petition the council to include the road that is Park Crescent & Park Crescent Terrace in CPZ Zone Y as a matter of urgency".

(ii) Vehicle access to Oxford Street from London Road- Ann Townsend

To receive the following petition signed by 110 people:

“We the undersigned request that the left turn for motorists and delivery vehicles from London Road into Oxford Street must be retained”

(iii) Parking consultation Preston Park Station North Area- James Thompson

To receive a petition in relation to the above.

26 November 2013

Brighton & Hove City Council

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

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

Deputations received:

(i) Deputation: Pedestrian crossings in South Portslade

Spokesperson: Rae Powers

Speakers: Simon Clydesdale, Ricky Perrin, Coriander Creagan, Louise Waters

“We are here on behalf of vulnerable individuals of South Portslade, Friends of St. Peter's School, Friends of Vale Park, concerned community and supportive council members. We are appealing for pedestrian crossing installations and improvements to be made along Church Road and St Andrews Road.

Situation:

South Portslade is a small and densely populated area with homes, schools, shops, parks, community centres, bus stops, train stations, industry and new development. Dissecting the middle of our community is Church Rd, which is the main lorry route connecting Shoreham Harbour with the A27. St. Andrews Road also slashes access as a cut through for speeding cars as well as a main bus route. The amount and type of traffic creates an unacceptably high amount of risk, especially for our most vulnerable citizens: children, disabled and the elderly. There have been numerous incidents and near misses with children and vehicles. Over the last 30 years parents and administrators at St. Peter's school have asked for improved crossings and a ‘lollipop lady’. As the safety structure does not keep pace with the change in the community and a tragedy brews.

St. Peter's has become a primary school, thus doubling its intake over the next 3 years. There are also three new residential developments in action and more in planning, thus an increase in footfall and use of services is to be expected.

Our 800+ signature petition was just the beginning of our action plan. We have gained an abundance of community and media support including The Argus (number 6 most read out 100's of online articles), Latest, Brighton and Hove Independent and two live morning radio interviews on BBC Sussex (we were the at the top of the news every half hour). Our campaign is growing momentum, uniting our community and ready to impel action!

Complication and Contradiction:

In 2012, as a response to the Safer Routes to School Project, a few alterations were made including small un-barricaded pedestrian refuge islands along Church Road, north and south of St Peter's Road as well as 20mph...but action stopped here, leaving our community still at risk and our children's lives undervalued.

At this same location on 13th November 2013, the PV squared value (pedestrians x vehicles) was assessed by Councillor Alan Robins and Leslie Hamilton, Chairman of the Audit and Standards Committee. After the data was collection, Les calculated a value of 1.9×10^8 (8th power), greatly surpassing the criteria for a zebra, thus indicating a pelican crossing on Church Road.

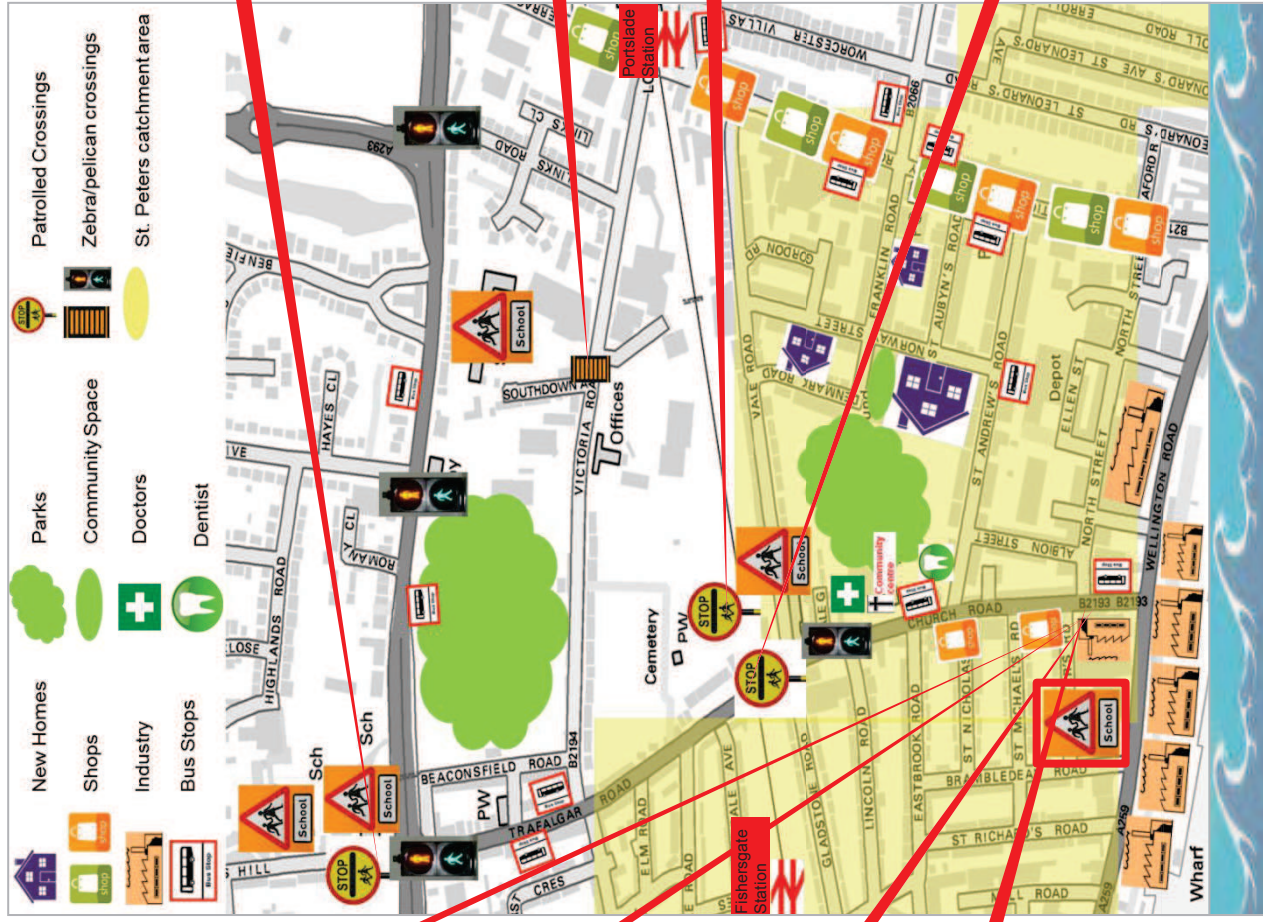
Questions:

Why do we have to ask for a crossing to keep our children safe? Shouldn't it be 'a given' that vulnerable people can access their community facilities without undue harm? Why are pedestrian crossings not included in granting planning for school expansion? Why is there a discrepancy between schools on the same road?

Answers and Action:

Listen to our concern, you can make a difference! Pelican crossing on Church Rd, zebra crossing on St Andrew's Rd, metal barriers, signs and enforced speed limit.

South Portslade



St. Peters



Brackenbury/St. Nicolas



Benfield



St. Mary's



St. Mary's



PEDESTRIAN CROSSING ASSESMENT SCORING
Church Rd and North Street /St Peter's Rd, South Portslade, BN41 1LU

	Options	Score
1	Improvements for Mobility Impaired Score 2 for crossings specifically requested to improve conditions for mobility impaired	2
2	Safer Routes to School Score 3 for sites specifically identified in a School Travel Plan	3
3	Access to Public Transport Score 2 for sites which will improve access to public transport	2
4	Reduction of Severance Score 2 for sites which reduce severance (e.g. to serve sole local store / shopping area or where a residential area is severed by a heavily trafficked A or B class road)	2
5	Pedestrian Casualties Score 3 for each pedestrian fatality Score 2 for each serious pedestrian casualty Score 1 for each slight pedestrian casualty	0
6	Child Pedestrian Casualties Score 3 for each child pedestrian fatality Score 2 for each child serious pedestrian casualty Score 1 for each child slight pedestrian casualty	1
7	Road Width Score 2 for roads over 9m Score 1 for roads between 7 and 9m	0
8	Speed Limit Score 3 for roads subject to National Speed Limit Score 2 for roads subject to 50mph limit Score 1 for roads subject to 40mph limit	0
9	Existing Pedestrian Facilities Score -3 for sites with an existing bridge or subway Score -2 for sites with existing traffic signals with no pedestrian facility Score -1 for sites with an existing traffic island	-1
10	Footpaths and Cycle Routes Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.	0
11	Street Lighting Score 1 for sites with no street lighting Score 0.5 for sites with existing but sub-standard street lighting	0.5
12	Walkability Score 1 for sites that will clearly improve the 'walkability' of an area, thereby resulting in additional pedestrian movements	1
13	Links to South Downs Score 1 for sites that create a new link to the South Downs National Park	0
14	Average PV squared value (busiest four hours) Score equals average PV squared x 10 (e.g. PV2 of 0.25 becomes score of 2.5)	19
	Overall Score	29.5

PEDESTRIAN CROSSING ASSESMENT SCORING
Church Rd and North Street /St Peter's Rd, South Portslade, BN41 1LU

Subject: Items referred from 24 October 2013 Full Council meeting- Petitions
Date: 26 November 2013
Report of: Monitoring Officer
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive any petitions referred from the Full Council meeting of 24 October 2013.

2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

3. PETITIONS

3. (i) Sheep Grazing on Ladies Mile Local Nature Reserve- Mrs Harvey-Verenne

To receive the following petition referred from the meeting of Full Council on 24 October 2013 and signed by 90 people:

"We the undersigned oppose sheep grazing on Ladies Mile Local Nature Reserve"

3. (ii) Remove double yellow lines on Goodwood Way- Kristaps Aizupietis

To receive the following petition referred from the meeting of Full Council on 24 October 2013 and signed by 24 people:

“We the undersigned petition the council to remove the double yellow lines that were painted on the 26 June 2013 in our street. Last year a petition was handed in to you that had been signed by all residents of Goodwood Way against yellow lines being installed.

Only 3 people wanted them, (those who don't have a car) yet you the council decided to proceed with this action regardless. I request that the Brighton and Hove city council fully fund the increase of parking space by: 1) Reducing the size of pavement on both sides and therefore allowing residents cars to be parked on both sides of the Goodwood Way and/or 2) Redesign Goodwood Way to allow cars to be parked in an angle parking against pavement instead of parallel parking directly behind each other”

Subject: Petitions
Date of Meeting: 26 November 2013
Report of: Monitoring Officer
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

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

2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

3. PETITIONS

3. (i) Kingsway Taxi Rank outside King Alfred- Councillor Wealls

To receive the following E-Petition signed by 12 people:

"We the undersigned petition the council to remove the taxi rank on Kingsway outside the King Alfred Leisure Centre and replace it with resident permit only parking bays".

John Peel
Democratic Services
Brighton and Hove City Council

13th November 2013

Dear John,

Road Safety – St. Peter’s School.

Please could this letter be placed on the agenda of the Environment, Transport & Sustainability Committee for its meeting on 26th November 2013.

Could the Chair of this committee tell me why in spite of an 800-name strong petition, and having heard from both parents and teachers at St Peter’s School, that we are still no closer to getting either formal crossing facilities or a lollipop person for the junction between Church Road, North Street and St Peter’s Road. When the nearby St Nicolas School, like St Peter’s, was also expanded, there were a number of pavement improvement works and a traffic island installed to improve the safety of the school walking route. Why did this not take place with St Peter’s?

Since the last committee meeting where that petition was presented, there has been another near miss where a young pupil at the school narrowly avoided being hit by a car. Following the incident, the school’s headteacher along with the board of governors have called for urgent action to be taken. With the school set to expand significantly in the coming academic years this issue is set to become even more pressing. This latest incidence will not show up on the road safety data the Council uses to assess where road safety improvements are needed as they only record actual collisions as opposed to the near-misses we are seeing at St Peter’s School.

We all care deeply for the safety of our young children. So could the Chair of the committee bring some common sense into the process and improve the crossing facilities for St. Peter’s School as opposed to rigidly sticking to a tick box exercise on a council form?

Yours sincerely

Councillor Alan Robins

Labour Transport Spokesperson.

Subject:	Surface Water Management Plan		
Date of Meeting:	26 November 2013		
Report of:	Executive Director – Environment, Development and Housing		
Contact Officer:	Name:	Neil Fearnley	Tel: 294597
	Email:	Neil.Fearnley@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Brighton and Hove City Council is designated as a Lead Local Flood Authority responsible for local flood risk management for all sources of flooding with the exception of the sea, main rivers and reservoirs. These are the responsibility of the Environment Agency.
- 1.2 Supported by funding from DEFRA a Surface Water Management Plan (SWMP) has been prepared to facilitate integrated flood risk management and to assist the city council meet its statutory obligations. The SWMP helps identify locations at highest risk of surface water flooding, analyse the source of flooding and consider options to reduce the likelihood and impact of flooding at these locations.
- 1.3 The Committee is asked to approve the SWMP which will be used to develop schemes to reduce the risk of flooding at locations highlighted. The Plan will then form part of the Local Flood Risk Management Strategy that the council has a statutory duty to prepare.
- 1.4 The Environment Agency, in accordance with its statutory requirements, will be publishing updated flood maps in December 2013

2. RECOMMENDATIONS:

- 2.1 That Committee approves the Surface Water Management Plan to coincide with the publication of updated flood risk maps by the Environment Agency in December 2013.
- 2.2 That Committee authorises the Executive Director Environment, Development and Housing to commence local consultation on options for reducing flood risk at the locations identified in the Surface Water Management Plan as being at highest risk of flooding.

3. CONTEXT/ BACKGROUND INFORMATION

Background

- 3.1 Following several years of national flood events, most notably in summer 2007, the Pitt Review 2008 was published which highlighted lessons learnt from these events. It noted that the consequences of flooding could have been reduced through more effective local co-ordination between relevant parties and recommended that Local Authorities take the lead on managing local flood risk, supported by relevant stakeholders. It went on to recommend that a Surface Water Management Plan should be adopted particularly where surface water flood risk is seen as high.
- 3.2 The area of Brighton and Hove was designated nationally as being in the top 10 areas at risk of flooding due to the impact of flooding from rising groundwater in the underground chalk aquifers, combined with surface water flooding, having the potential to flood a significant number of properties. This resulted in funding being made available by DEFRA to support development of a local SWMP.

Legislation

- 3.3 In 2009, an EU Floods Directive, introduced in response to cross border European flooding in 2000 and 2004, was transposed into English law through the Flood Risk Regulations 2009. This introduced the role of a Lead Local Flood Authority (LLFA), defined as either the unitary authority for the area or the County Council. Brighton and Hove City Council thus became a LLFA with a duty under the Flood Risk Regulations to prepare the following deliverables to the Environment Agency by specific dates:
 - Preliminary Flood Risk Assessment – by 22nd June 2011
 - Flood Hazard maps and Flood Risk Maps – by 22nd June 2013 (for publication by the Environment Agency by 22nd December 2013)
 - Flood Risk Management Plan – by 22nd December 2015

The Preliminary Flood Risk Assessment was produced and published by the due date on the Environment Agency web-site.

- 3.4 The Flood Risk maps are to be published in December 2013 by the Environment Agency. These are third generation flood risk maps with enhanced flood modelling showing a more accurate representation of areas at risk of flood than earlier editions. The benefits for the city council in producing a Surface Water Management Plan at the same time will support publication of the updated flood maps by raising awareness and giving confidence to the public that a plan is in place to manage and reduce the impact of flood risk on properties and reduce disruption to transport.
- 3.5 The city council will shortly be working with the Environment Agency to prepare a Flood Risk Management Plan, the third duty under the Flood Risk Regulations, by June 2015. This is likely to be a consolidated Plan, in a defined Environment Agency river basin district, that will include flooding from river, coastal, reservoir as well as surface water and groundwater.

3.6 The culmination of the government's work on flood risk strategy and policy was the Flood and Water Management Act 2010. The principal duties of a Lead Local Flood Authority under the Act are:

- To develop, maintain and monitor a Local Flood Risk Management Strategy
- Requirement to investigate floods and publish findings
- Duty to maintain a register of assets which affect flood risk
- Power to designate third party assets which affect flooding
- Establish the role of a Sustainable Drainage System (SuDS) Approving Body, an approval process for surface water drainage systems on new developments (SAB).

3.7 The work initiated by the Surface Water Management Plan is a key element that will support development of both the Local Flood Risk Management Strategy required under the FRR 2009 and the Flood Risk Management Plan required under the FWMA 2010.

Surface Water Management Plan

3.8 Led by the city council a local partnership was brought together with principal representation from:

- The Environment Agency,
- Southern Water, the local water and sewerage company,
- Peter Brett Associates, consultants who have supported the City Council throughout its work on flood risk management.

Other stakeholders that were contacted to obtain information and data included: East Sussex Fire and Rescue Service, Network Rail, Highways Agency, South Downs National Parks Authority.

3.9 Phase 1 of developing the SWMP was to establish the partnership and to collect data from each partner and stakeholder of previous flood events that have occurred throughout the area of the City Council. The quality of data varied with some being 'best possible' where partners had robust records backed up by river/sewer flow data and rain gauge data. Data from others was based on anecdotal evidence. Some stakeholders were unable to provide any information. The last most significant flood event to take place in Brighton and Hove was during winter 2000/2001 when many properties were flooded and a number of roads were closed over a sustained period due to the high groundwater levels.

3.10 Phase 2 of the SWMP was the risk assessment stage utilising the initial flood data and modelling rainfall events. From a total of 42 locations that had historical records of flooding, seven 'hotspot' sites were identified as remaining at highest risk of future flooding.

3.11 Phase 3 of the SWMP was to identify measures that could be taken at each hotspot site and to undertake an assessment of each option leading to a preferred option being agreed.

- 3.12 Phase 4 is to then prepare an action plan and secure funding in order to implement the preferred option.

Hotspot locations and flood mitigation measures

- 3.13 The seven hotspot sites ranked in order of greatest flood risk were identified as:

1. Mile Oak
2. Bevendean
3. Patcham
4. Carden Avenue/Warmdene Road
5. Moulescombe Primary School/Lewes Road
6. Ovingdean – Ketts Ridge
7. Blatchingham Mill School

Each of these locations is considered briefly below. A more detailed analysis of options, including drawings, is included in the complete SWMP available in the Member's Room.

Mile Oak

- 3.14 Flooding occurred in 2000 through two mechanisms: groundwater flooding and overland surface water flow from the area to the north of the A27. Several residential properties and garages were flooded as well as gardens. Springs emerged in gardens due to the high groundwater level which persisted for over two weeks.
- 3.15 Solutions involve managing the overland flow of water. There are currently flood defence structures (bunds and ditches) to the north of Mile Oak farm. One option is to supplement these with a further surface water detention basin to the north of the A27 to capture run-off from Cockroost Hill and to make local highway amendments to manage the flow of water into the existing super gullies. Property level protection will also be considered.

Bevendean

- 3.16 Flooding has previously occurred in Bodiam Close, Bodiam Avenue, Health Hill Avenue and Leybourne Parade. There are three cascades that provide flood defence to the area by storing the run-off from the hills. Once these have reached capacity the water overflows to a soakaway on Bodiam Avenue, and from there to gully soakaways along the road. In extreme conditions these can become saturated with further run-off leading to flooding of properties that are below highway level.
- 3.17 Solutions involve ensuring that the cascades operate effectively and carrying out minor highway works to contain any overland flow on the highway. Soakaways at the school and earthworks will be considered as a retention area to store run-off downstream. Ensuring regular maintenance of the cascades, surrounding ditches and soakaways is also a priority.

Patcham

- 3.18 During intense rainfall water emerges from springs in the railway embankment and from soakaways in the petrol station at Mill Road. Water then follows the topography of the land into Patcham Recreation Park, past Patcham Place and onto London Road (A23). Flooding then takes place at properties on Old London Road. The overland flow results in the Southern Water sewer exceeding capacity, as a result raw sewage has emerged in Patcham and Preston Park (downstream of Old London Road).
- 3.19 Options for reducing the risk of flooding are to retain the overland flows within the large recreation ground and to assess property level protection.

Carden Avenue / Warmdene Road

- 3.20 Flooding occurs at the bottom of Wilmington Parade with overland flow along Carden Avenue leading to flooding at the low spot on Warmdene Road.
- 3.21 Options being considered to relieve flooding are to construct a raised table in the highway at the junction of Carden Avenue and Warmdene Road and to increase kerb heights to direct surface water flow away from Warmdene Road. The possibility of constructing a siphon from Warmdene Road to the playing field at the rear of the properties is also being investigated.

Moulescombe Primary School / Lewes Road

- 3.22 Flooding of the Lewes Road area due to combined rising groundwater and surface water run-off has led to flooding of the A270 Lewes Road and the local primary school. The flooding occurs due to run-off from Lewes Road and the adjacent Wild Park.
- 3.23 Solutions include earthworks in Wild Park to attenuate run-off and footway amendments adjacent to the primary school to provide increased protection.

Ovingdean, Ketts Ridge

- 3.24 Historically flooding has occurred due to a build-up of run-off from the arable fields at the embankment behind the property, Ketts Ridge.
- 3.25 Flood defences that include an embankment and a ditch currently exist. Further analysis of the rural run-off and ditch capacity will be undertaken to assess whether these defences, once maintained, are adequate.

Blatchingham Mill School

- 3.26 Flood records indicate that the drains and soakaways at the school were unable to cope with the surface water run-off during extreme rainfall events.
- 3.27 A survey of the existing drainage lay-out is proposed to confirm whether the existing system is adequate. Property level protection will also be considered.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The purpose of the Surface Water Management Plan is to provide a strategic and detailed assessment of flood risk within Brighton and Hove. This will help prioritise areas at greatest risk of surface water flooding and form the basis of developing flood mitigations measures at these sites.
- 4.2 Producing a SWMP is supported by DEFRA as a key process that will help enable the city council to comply with its statutory duties under the Flood Risk Regulations 2009 and Water Management Act 2010.
- 4.3 The alternative would be to not produce a Surface Water Management Plan. This would mean that the current high risk of flooding to properties and local transport infrastructure would continue.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The Surface Water Management Plan will be incorporated into the Local Flood Risk Management Strategy, a statutory document required within the Flood and Water Management Act 2010. The city council has a duty to consult on this Local Strategy. In order to avoid consultation overload on flood risk management themes it is intended to consult once only across the city council on this latter document which is anticipated to be available in Spring 2014.
- 5.2 Subject to approval of the SWMP by Committee, consultation will commence at the individual locations identified in the Plan. The local community, business, public authorities, transport bodies and emergency services will be consulted on the options for flood mitigation measures at these sites.

6. CONCLUSION

- 6.1 The Surface Water Management Plan provides an evidence based assessment of flood risk in Brighton and Hove. Approval of this document will allow the city council to progress important work in this area as Brighton and Hove has been identified as one of ten high flood risk authorities in England.
- 6.2 Approval of the SWMP is timely as it co-incides with updated flood maps being published by the Environment Agency in December 2013. This is likely to raise the profile of flood risk nationally and increase awareness within the local community. Having a SWMP in place will help demonstrate progress being made and provide action plans for further work in locations at highest risk of flooding.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Since 2010/11 the city council as a Lead Local Flood Authority has allocated approximately £915,000 of revenue funding towards surface water management planning, of which £273,000 was funded by Area Based Grant, £497,000 by the Local Services Support Grant and £145,000 from 2013-14 as part of the councils core funding received from government. It is anticipated that further revenue

funding of approximately £258,000 will be available in 2014/15 of which £108,000 is expected to be grant funded. Future grant contributions will be subject to government spending review.

- 7.2 Costs to date of approximately £110,000 have covered consultant's fees for producing the Surface Water Management Plan and internal officer time.
- 7.3 Unspent budget has been carried forward each year and will be used to fund minor flood alleviation schemes arising from the SWMP. It will also be used to fund the cost of local consultation on the flood schemes, ongoing maintenance costs of flood defence structures, preparation of further statutory flood risk management plans and staff costs that include the recent recruitment of a Flood Engineer.
- 7.4 Following consultation on the options for flood mitigation measures a programme of projects and other ongoing costs will be prepared. The residual revenue budget will be used to fund minor schemes. Bids for more expensive capital projects will be submitted to the Environment Agency for funding from the Local Levy fund or for inclusion in their Medium Term Financial Plan managed by the Southern Regional Flood and Coastal Defence Committee.

Finance Officer Consulted: Steven Bedford

Date: 31/10/13

Legal Implications:

- 7.5 The city council has a duty under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010 to co-ordinate flood risk management in relation to flooding from surface water and groundwater. It is also required to take account of flooding from the sea, coast and reservoirs where they have an impact on local flood risk.
- 7.6 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

Lawyer Consulted:

Carl Hearsom

Date: 31/10/13

Equalities Implications:

- 7.7 The Surface Water Management Plan does not present any equality implications. Any equality issues, particularly with regard to accessibility, will be addressed when identifying options for flood mitigation measures at the locations of highest flood risk.

Sustainability Implications:

- 7.8 Flood attenuation measures will provide for sustainable use of water allowing infiltration of the water into the ground over a period of time and evaporation into the air. Property protection will ensure that buildings remain in use for longer than

if they were impacted by floods leading to repair or rebuild using natural resources.

Any Other Significant Implications:

- 7.9 Some locations identified as being at risk of surface water flooding are also prone to discharge from sewers leading to raw sewage entering properties. Steps taken to reduce flooding will therefore have a beneficial impact on public health.

SUPPORTING DOCUMENTATION

Documents in Members' Rooms

1. Surface Water Management Plan

Background Documents

1. Brighton and Hove Preliminary Flood Risk Assessment – June 201

Subject:	Area A Extension - Resident Parking Scheme Consultation		
Date of Meeting:	26th November 2013		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Charles Field	Tel: Ext: 3329
	Email:	Charles.field@brighton-hove.gov.uk	
Ward(s) affected:	Withdean		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider the outcome of the recent public consultation for a proposed extension to the Area A Residents Parking Scheme (Preston Park Station area - Appendix A). Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 9th November 2011.

2. RECOMMENDATIONS:

- 2.1 That the Transport Committee authorises the Executive Director Environment, Development & Housing to implement the following proposals:
- (a) That a new stand alone Monday to Friday Residents Parking Scheme in the Preston Park Station north area be progressed to the final design with the Traffic Order advertised to allow further comment.
 - (b) That double yellow lines in Withdean Road and Withdean Avenue be progressed to the final design with the Traffic Order advertised to allow further comment.
 - (c) That an order be placed for any required pay and display equipment to ensure implementation of the new proposed parking scheme (if agreed at a further committee meeting) is undertaken as programmed.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In 2007, the residents of the Preston Park Station North voted to be excluded from the proposed Zone 'A' (Original Preston Park Station Area) resident parking scheme, and therefore, this road was not included within the proposed scheme.
- 3.2 Since then and the further inclusion of Tivoli Crescent into a resident parking scheme in 2011, this area has experienced parking pressures and the council has received requests to look at these locations again to see whether support for a residents parking scheme has changed.

- 3.3 At the Environment Cabinet Member Meeting on 9th November 2011 it was agreed to consult these residents again to determine whether they would like the opportunity to join neighbouring residents parking schemes.
- 3.4 In September 2013 a leaflet and questionnaire giving details about proposals for a resident parking scheme was sent to all property addresses in the area to the North of Preston Park Station.

4. CONSULTATION

Preston Park Station North area.

- 4.1 Brighton and Hove City Council Land and Property Gazetteer was used to provide 318 property addresses in an area to the north of Preston Park Station in Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal should they wish to: 24 respondents (13%) chose this method.
- 4.2 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at: Church of the Good Shepherd (Dyke Road), 1pm to 5pm, Tuesday 17 September and 4pm to 8pm, Wednesday 18 September. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 2 September, 2012 to Friday 11 October, 2012, 9am to 5pm.
- 4.3 182 responses were received giving a response rate of 57%. The following responses were not included: Responses from outside the area (9) or where no street name was given (1) have been removed from the analysis but included in Appendix B, 1 corner property not included in the scheme boundary but would be eligible for a permit if the scheme is introduced and 10 duplicates (only one response was included from each household).
- 4.4 Overall, 50% of respondents were in favour of an extension to the Residents Parking Scheme and 50% of respondents were against an extension to the scheme. The full results analysis of the consultation is outlined in Appendix B.
- 4.5 Analysis took place of all the comments received from residents in the proposed area and the comments table is in Appendix C (page 4). It was clear that views were very mixed but the most frequently occurring comment by those both supporting and against the proposed scheme (33 responses) was that the current parking problems were caused by commuters particularly during the week and that there were no parking problems at weekends.
- 4.6 Apart from general support (29 responses), negative comments (20 responses) and views that a scheme wasn't needed (25 responses) the next most frequently made comment related concerns about visitor parking (19 responses) which was either the cost, the amount of permits allowed, how it would restricts visitors for elderly and generally concerns about visitors at weekends.
- 4.7 In addition to the questionnaires the Council received an amount of direct correspondence from residents. Eight were in favour of a resident parking scheme,

eight were against a scheme going ahead and two were general comments. Those opposed were against the proposals for a large number of reasons and in some cases requested alternative options.

- 4.8 It is clear from the comments received as part of the questionnaires that residents who both support and oppose the scheme have concerns about restrictions being applied at the weekend.
- 4.9 Therefore, it has been recommended to take into account these comments and a Monday to Friday only stand alone resident parking scheme is now proposed for further consultation (Appendix C). This would be based on the fact the consultation result was split 50/50 but a large amount of comments were received from both residents in support and opposed to the resident parking scheme who had concerns about weekend restrictions as they were seen to be either not required and / or would limit visitor parking. The proposal for the scheme to be a stand alone one is also in response to comments from within the existing Area A (see 4.13 below).
- 4.10 Officers have met with all the Ward Councillors who have voiced their support for this way forward. However, they have outlined their concerns about displacement and have also mentioned that they would like the parking tariffs on Woodside Avenue near Preston Park Station to be reviewed. This has been passed to the Transport Operations section to consider as part of any tariff review.
- 4.11 This Monday to Friday proposal is recommended to be advertised as a traffic order allowing further comments to be made from residents both within and outside the new proposal. Leaflets will also be sent directly to residents making them aware of the traffic order and how to make their views known. All comments will be reported back to a further Environment, Transport & Sustainability Committee meeting.
- 4.12 The Council also received 13 letters of objection to the proposed covered pedal cycle parking bay in Maldon Road. Therefore, the Council will not be proceeding with this proposal and it will be replaced by resident permit holders only parking in the final design proposal.

Within Current Area A scheme

- 4.13 23 Items of correspondence were received to the Council during the consultation period from residents within the current Area A resident parking scheme adjacent to Preston Park Station North. The main concern outlined within all the correspondence was that residents did not want an extension to the current scheme as there were concerns about internal commuting to the station and that the scheme was big enough as it is.
- 4.14 If the proposed scheme is a stand alone Monday to Friday resident parking scheme as recommended then this would mean the current Area A resident parking scheme would not be extended further into the proposed roads, as this new Controlled Parking Zone would be created in adjacent roads.

Outside proposed area

- 4.15 Another 7 Items of correspondence were received separate to the consultation responses directly to the Parking Infrastructure Team during the consultation period from residents outside the proposed scheme area.
- 4.16 5 Items were concerned about displacement into their adjacent roads. 2 items wanted yellow lines considered in adjacent roads for road safety reasons. The final item asked that the Hazeldene Meads estate to be looked at for yellow line restrictions or an extension to the proposed scheme.
- 4.17 A further 64 letters were sent in with a covering letter from residents of the adjoining Hazeldene Meads and The Beeches estate They were opposed to the extension of the resident parking scheme. However, should any scheme go ahead they wanted the Hazeldene Meads and The Beeches estate to be included in the scheme to avoid the otherwise inevitable overflow and fringe problems that will occur.
- 4.18 The Council have responded to these concerns and are proposing double yellow lines on one side of the road in Withdean Road and Withdean Avenue as outlined in Appendix D.
- 4.19 In terms of Hazeldene Meads and The Beeches any potential parking in this area would cause obstruction issues rather than Road Safety issues. However, if a scheme is approved the Council will meet up with representatives from these roads within three months after any operational start to discuss the way forward and the options available.

Conclusions

- 4.20 It has been recommended to take into account the comments received and a new proposal for a Monday to Friday only stand alone resident parking scheme is now being put forward for further consultation. This would be based on the fact the consultation result was split 50/50 but a large amount of comments were received from both residents in support and opposed to the resident parking scheme who had concerns about weekend restrictions as they were seen to be either not required and / or would limit visitor parking.
- 4.21 It has also been recommended to advertise double yellow lines on one side of the road in Withdean Road and Withdean Avenue as outlined in Appendix D.
- 4.22 Officers will meet up with representatives of Hazeldene Meads and The Beeches within three months after any operational start to discuss if there are any issues and if so discuss the way forward and the options available.
- 4.23 As part of the consultation undertaken in the schemes regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 New parking schemes are capital projects within the Local Transport Plan (LTP). They are funded by unsupported borrowings and repaid from revenue over 7 years, using the income generated.

Finance Officer Consulted: Jeff Coates

Date: 04/11/2013

Legal Implications:

- 5.3 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals. After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the traffic orders, then the matter is required to return to Transport Committee for a decision. Under the Act the Council may acquire, whether by purchase or by hiring, such parking meters and other apparatus as appear to it to be required or likely to be required for the purposes of its functions in relation to designated parking places. Relevant Human Rights to which the Council should have regard are the right to respect for family and private life and the right to protection of property. These are qualified rights and there can be interference with them in appropriate circumstances.

Lawyer Consulted: Carl Hearsom

Date:01/11/13

Equalities Implications:

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

Sustainability Implications:

- 5.7 The new motorcycle bays and the remaining on-street pedal cycle bay will encourage more sustainable methods of transport.
- 5.8 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.9 The proposed restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.10 Any risks will be monitored as part of the overall project management, but none have been identified.

Public Health Implications:

- 5.11 There are no direct public health implications in this report although the introduction of the pedal cycle bay and controls over vehicle parking may encourage more healthy forms of transport.

Corporate / Citywide Implications:

- 5.12 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The alternative options are going ahead with the original full scheme as an extension to the existing zone or doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that proposals put forward are proceeded with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval to advertise the Traffic Order after taking into consideration the consultation report. These proposals are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Map of proposal consulted on.

Appendix B – The consultation report

Appendix C – Map of revised proposal to take forward

Appendix D - Parking restriction proposal in adjacent roads.

Documents In Members' Rooms

None

Background Documents

1. Item 43 - Environment Cabinet Member Meeting Report – 9th November 2011

KEY:

---	CONSULTATION BOUNDARY
—	CROSSOVER
---	NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
—	PERMIT HOLDERS ONLY (Monday - Sunday, 9am - 8pm)
—	Exclusive P&D 2hr 9am - 6pm
—	CAR CLUB SPACE
—	SHARED PERMIT HOLDERS & MEDIUM TERM PARKING (up to 4 hours) (Monday to Sunday, 9am - 8pm)
—	DISABLED BAY
—	LOADING BAY
—	MOTORCYCLE BAY
—	PEDAL CYCLE PARKING PLACE
—	COVERED PEDAL CYCLE PARKING PLACE



APPENDIX A

Appendix B - Preston Park Station North Residents Parking Scheme (Ext to Area A) - Consultation Report October 2013

Background

In 2009 the Area A Residents Parking Scheme was introduced and in 2011 residents in Tivoli Crescent were consulted and subsequently included in the scheme.

Since then, the unrestricted roads to the north of Preston Park Station have experienced parking pressures and the council has received requests to look at this area to see whether support for a residents parking scheme has changed.

In September 2013 a leaflet and questionnaire giving details about proposals for a resident parking scheme was sent to all property addresses in the unrestricted roads within an area to the north of Preston Park Station.

Headline Findings

The consultation achieved a 57% response rate.

50% of respondents were in favour of an extension to the Residents Parking Scheme and 50% of respondents were against the extension of the scheme.

Methodology

Brighton and Hove City Council Land and Property Gazetteer was used to provide 318 property addresses in an unrestricted parking area to the north of Preston Park Station in Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal should they wish to: 24 respondents (13%) chose this method.

Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at:

Church of the Good Shepherd (Dyke Road):

1pm to 5pm, Tuesday 17 September
4pm to 8pm, Wednesday 18 September

There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 2 September, 2012 to Friday 11 October, 2012, 9am to 5pm.

182 responses¹ were received giving a response rate of 57%.

¹ The following responses were not included: 9 from outside the area, 1 where no street name was given, 1 corner property not included in the scheme boundary but would be

Results

Q1 Are you in favour of a residents parking scheme extension into your road?

Yes		No		Total
Number	%	Number.	%	
91	50	91	50	182

Results on a street by street basis were as follows:

Street	No. properties mailed	No. responses	Response rate %	Yes		No	
				No.	%	No.	%
Dyke Road	49	21	41	13	62	8	38
Maldon Road	115	68	59	23	34	45	66
Matlock Road	59	35	59	25	71.5	10	28.5
Tivoli Crescent North	46	28	61	16	57	12	43
Tivoli Road	49	30	61	14	47	16	53
Total	318	182		91	50	91	50

In addition, 7 corner properties were included in the consultation mailing. These properties will not be included within the proposed scheme boundary but would be eligible for a permit. Only one response was received from a corner property on Withdean Road and this person was in favour of the scheme.

Q2 Respondents were asked whether they are a resident, a business owner or manager or work in the area. Respondents could tick more than one option.

	Number of responses	% respondents
Resident	175	96
Business owner or manager	11	6
Work in the area	6	3

Q3a How many cars in your household?

No. of cars	No. responses	Total No cars	% respondents
0	6	0	3
1	101	101	57
2	59	118	33
3	11	33	6
Total	177	253	100

eligible for a permit if the scheme is introduced and 10 duplicates (only one response was included from each household).

177 respondents have 253 vehicles (= 1.4 vehicles per household).

Q3b Do you have access to off-street car parking?

Yes		No		Total
No.	%	No.	%	
59	33	119	67	178

Q4a What type of business do you own or manage in the area?

What type of business?	No. responses
Retail outlet	3
Office-based	1
Other, includes: <ul style="list-style-type: none"> • Carer visits • Chiropody/ podiatry practice • Consultancy • GP practice x 2 • Holiday let • Home based • Medical: cancer clinic • Restaurant • Taxi 	10
Total responses	14

Q4b How many vehicles are directly associated with your business?

No. of vehicles	No. responses	Total No. vehicles
1	7	7
2	1	2
3	2	6
4 or more	3	12
Total	13	27

13 respondents had at least 27 vehicles associated with their business (= 2.1 vehicles per business).

Q5 Any other comments?

An open text box enabled respondents to add comments. Although expressed in residents' own words analysis of the open text shows common themes emerged and have been grouped as followed below. The figures show the amount of times a comment was made which is in some cases from the same household.

Comments	No. of times made
Parking problems caused by commuters particularly during the week / no parking problems at weekends.	33
General positive comments	29
No need for a scheme	25
General negative comments	20
Concerns about visitor parking (cost, amount of permits, restricts visitors for elderly / at weekends)	19
Don't want to pay to park / it is too expensive	15
Concerns about displacement	13
Not enough residents parking spaces in the scheme	10
Unhappy about hours of operation	7
Don't want more double yellow lines or double yellow lines across driveways	7
Needs enforcement of current illegal parking	6
Want a light touch scheme	5
This is a money-making exercise	4
Want more Double Yellow Lines	2
Concerns that the scheme will adversely affect businesses in the area	2
Concerns about disabled parking	2
Want shorter hours for Pay & Display	2
Needs more motor cycle bays	1
Needs enforcement of current illegal parking	1
Need more cycle parking in the area	1
More loading bays needed	1
Concerns that there will not be enough room for emergency vehicle access	1

Demographic Information

Gender

Gender	Number	%
Male	82	58.7
Female	62	42.3
Total	144	100

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

Age

Age	Number	%
18-24	1	0.8
25-34	4	3.4
35-44	36	30.5
45-54	41	34.7
55-64	19	16.1
65-74	7	5.9
75+	10	8.4
Total	118	100

Disability

Disability	Number	%
Yes	16	12.5
No	112	87.5
Total	128	100

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

Please state the type of impairment which applies to you.	Number	% ²
Physical impairment	12	47
Sensory impairment	0	0
Learning disability/ difficulty	0	0
Long-standing illness	8	38
Mental health condition	1	5
Development condition	0	0
Other	0	0
Total	21	100

² % of those who answered yes to the disability question above

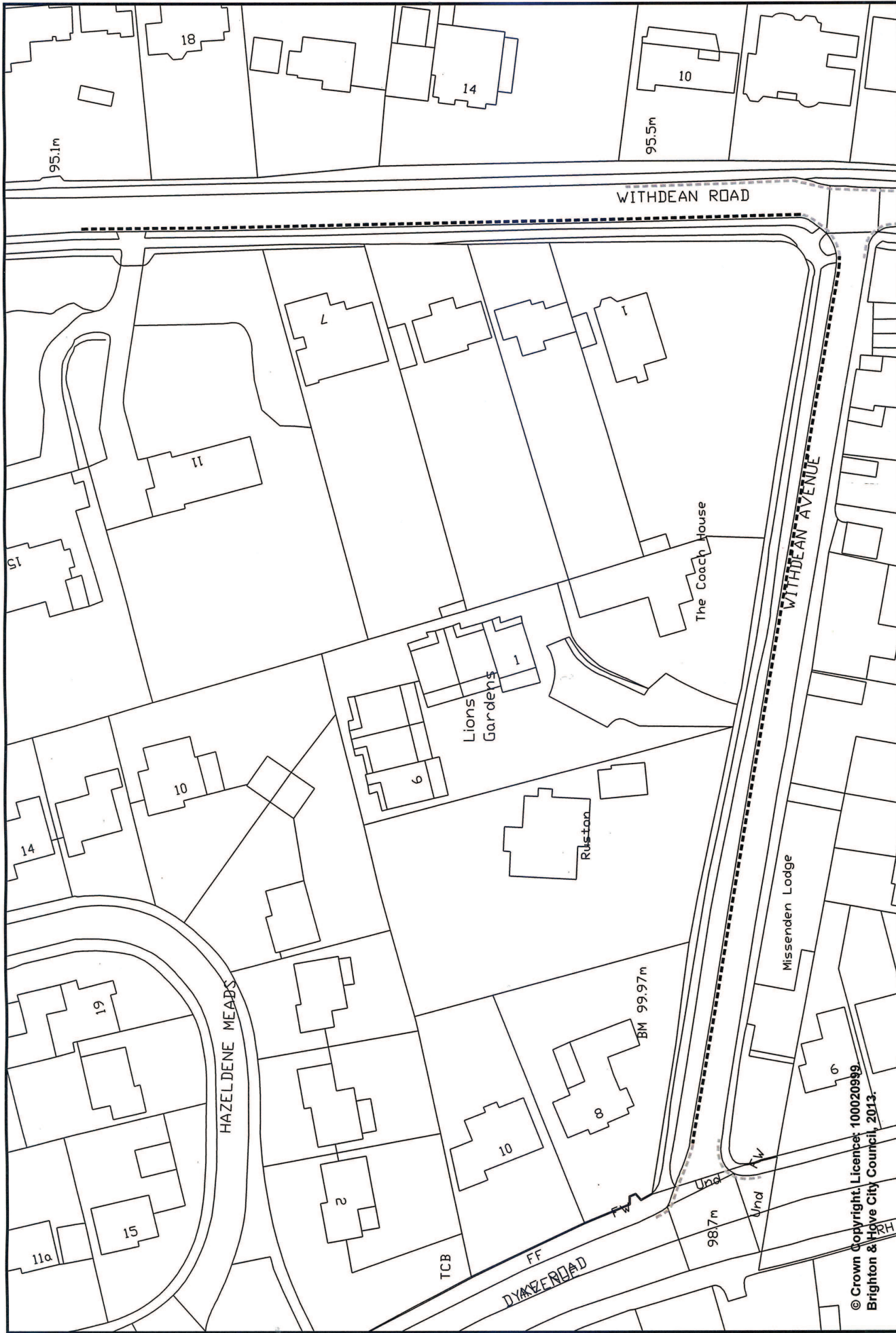
Ethnicity

Ethnicity		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	125	88.7
	White Irish	0	0
	Gypsy or Irish Traveller	0	0
	Any other white background	9	6.4
Asian or Asian British	Bangladeshi	0	0
	Indian	2	1.4
	Pakistani	0	0
	Chinese	1	0.7
	Any other Asian background	0	0
Black or Black British	African	0	0
	Caribbean	1	0.7
	Any other Black background	0	0
Mixed	Asian & White	2	1.4
	Black African & White	0	0
	Black Caribbean & White	0	0
	Any other mixed background	0	0
Any other ethnic group	Arab	0	0
	Any other ethnic group	1	0.7
Total		141	100

- KEY:**
- CONSULTATION BOUNDARY
 - CROSSOVER
 - NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
 - PERMIT HOLDERS ONLY (Monday - Friday, 9am - 8pm)
 - Exclusive P&D 2 hour stay no return within 4 hrs (Monday - Friday, 2hr 9am - 6pm)
 - CAR CLUB SPACE
 - SHARED PERMIT HOLDERS & MEDIUM TERM PARKING (up to 4 hours) (Monday to Friday, 9am - 8pm)
 - DISABLED BAY
 - LOADING BAY
 - MOTORCYCLE BAY
 - PEDAL CYCLE PARKING PLACE



APPENDIX C



APPENDIX D

Proposed double yellow lines

Existing double yellow lines

KEY

