

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 14 JANUARY 2014

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

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

Other Members present: Councillors Hyde, Mears

PART ONE

59. PROCEDURAL BUSINESS

59(a) Declarations of substitutes

59.1 Councillor Wealls declared that he was in attendance as substitute for Councillor Theobald.

59(b) Declarations of interest

59.2 Councillor Mitchell declared a non-pecuniary interest in Item 73 as she had chaired meetings of the Brighton & Hove Estates Conservation Trust who leased some properties located in Stanmer Park.

59.3 Councillor West declared a non-pecuniary interest in Item 73 as he was a Trustee of the Brighton & Hove Estates Conservation Trust and represented Brighton & Hove City Council on the South Downs National Park Authority.

59.4 Councillor Sykes declared a non-pecuniary interest in Item 76 as he was currently employed by the Environment Agency and had previously viewed the flood risk management strategy in that capacity.

59.5 Councillor Cox declared a non-pecuniary interest in Item 67 due to his current role as secretary for Brighton & Hove Cricket Club who leased pitches from Brighton & Hove City Council.

59.6 Councillor Janio declared a non-pecuniary interest in Item 67 as his wife currently held a traders permit.

59(c) Exclusion of press and public

59.7 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).

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

60. MINUTES

60.1 **RESOLVED-** That the minutes of the previous meeting held on 26 November 2013 are approved as the correct record.

60.2 With reference to item 57.27 of the minutes of the special meeting held on 11 December 2013, Councillor Hawtree stated that Councillor Janio description of him being a “straw chewing agrarian” be added to the minutes.

60.3 Councillor Robins stated that item 57.24 incorrectly used the word *limits* on sentence seven and should be removed. Furthermore, Councillor Robins requested that *per annum* be removed from sentence eight as this was not the correct definition.

60.4 **RESOLVED-** That the minutes of the previous special meeting held on 11 December be approved as the correct record subject to the above amendments.

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

61.1 **RESOLVED-** That the minutes of the previous meeting of the City Sustainability Partnership held on 21 November 2013 be noted.

62. CHAIRS COMMUNICATIONS

62.1 The Chair provided the following communications:

“Last month saw the launch of WARPit, a website that council staff can use to redistribute resources such as furniture, fixtures and fittings and stationery. All items are free, so WARPit can make significant savings on purchasing. It also avoids waste disposal costs, stops usable items going for disposal and reduces carbon emissions.

The site launched a month ago and already has over 100 members, saved over a tonne of CO₂ and £1880.

Congratulations to Deputy Head, Nigel Watson who has been awarded the national Modeshift Award for his ‘Contribution to Sustainable Travel to School’. Nigel, together with the Good Life Reps, have worked hard to encourage more families to walk, scoot

and cycle to school and as a result are also the first school in the city to achieve a Silver STARS award for reducing the number of people driving to school through their [School Travel Plan](#). They also achieved the Sustrans 'Gold Bike It' Award earlier this year. The council was awarded an Honourable Mention in the World Green Building Council's Government Leadership Awards. This was for our planning guidance which highlights the opportunities to grow food in buildings, such as on rooftops, balconies and walls. A number of initiatives around in the city have been contributing to achieving our One Planet City objectives. Case studies have been developed to example how each of the 10 One Planet principles are being met. One example offered is the partnership proposal developed by the Saltdean Lido CIC which is seeking to employ carbon and cost efficient energy solutions, sustainable water and site waste management measures.

Other case studies cover development of a fair trade film by pupils of Cottismore school; the range of benefits and achievements of the Level redevelopment including the highly sustainable new café Velo; and the on-going great achievements of the Harvest project which has been named 'best community food growing project' in the Local Food Awards.

I will ask officers to circulate to members the full list of case studies as I can't do justice to those achievements here.

And finally, I would like to offer members the opportunity to join with me in congratulating staff and our contractors Wettons for their tremendous achievements in scooping so many awards at the Loo of the Year Award. As one officer remarked to me, "we wiped the floor at the award ceremony", taking awards for toilets in crematoriums and historic buildings, and for our public toilets. We become the premier league winners, the championship league winners, and overall Loo of the Year Award winners 2013. This tremendous achievement was complemented by the recognition of individual high standards attained in our 34 inspected public loos, 18 of which received 18 platinum and 16 gold awards.

Well done and thank you to everyone that has contributed to this success; it is very important and reassuring to residents and visitors to know they can depend on our high quality services".

63. CALL OVER

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

- Item 67: Fees & Charges 2014/15
- Item 68: Low Emission Zone- Central Brighton
- Item 69: Old Town Transport Plan
- Item 72: Vogue Gyrotory Improvements
- Item 73: Stanmer Park- Permission to consult on Master Plan in preparation for Heritage Lottery Fund grant application

63.2 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 70: 'The Common Room' (Ann Street/Providence Place) Results of public consultation and next stages

- Item 71: Surrey Street loading bay Traffic Regulation Order
- Item 74: East Brighton Park proposals for a controlled parking scheme
- Item 75: Introduction of Licence Scheme with charges for fitness trainers using public green spaces
- Item 76: Brighton Marina to River Adur flood and coastal erosion risk management strategy

64. PUBLIC INVOLVEMENT

(a) Petitions

(i) Coach parking Roedean- Victor Mower

- 64.1 The Committee considered a petition signed by 159 people requesting the council to implement a Traffic Regulation Order banning HGV's and coaches except for access on The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean Vale and Roedean Heights due to noise and air pollution, obstructions, safety concerns and overall negative impact of the above on the area.
- 64.2 The Chair provided the following response:
- “Officers dealing with Coach parking facilities and local issues are aware of the concerns of residents and are looking at the options available. When the matter was raised by councillors last year I visited with officers to look at the situation. I know that Officers have also met with representatives of the local resident association and I am sympathetic to the concerns of residents.
- We will be considering the wider issue of Coach Parking across the City as part of the next Local Transport Plan. That plan is being developed this calendar year and public views on a range of transport questions facing the city will be very helpful to developing the approaches the plan will set out. The plan will be open to public consultation before being agreed by members of the committee”.
- 64.3 Councillor Cox stated that he did not believe the response provided was adequate. Councillor Cox added he did not accept that displacement would necessarily arise and that residents had made a simple, reasonable request of the Committee to examine problems associated with coach parking in a distinct area. Councillor Cox moved a motion to call for an officer report on the matter.
- 64.4 Councillor Wealls formally seconded the motion.
- 64.5 Councillor Mitchell stated that she supported the motion which would help clarify matters and perhaps provide a potential way forward on a long-running issue.
- 64.6 The Chair stated that whilst he was sympathetic to the request, the Committee had to be conscious of the workload of officers in requesting a report.
- 64.7 Councillor Davey stated that the authority did not have the power to prohibit coach parking in the area and therefore would need input on the issue from Sussex Police.

- 64.8 The Chair stated his preference for a report that would inform the wider Local Transport Plan 4 (LTP4) as the issue of coach parking provision needed to be addressed through that process.
- 64.9 The Deputy Head of Law clarified that the Committee could call for a report on the matter however, unless there was a clear, urgent need to do so, that report was not formally required to be submitted to the next meeting of the Committee, particularly the if full information could be gathered in that timeframe.
- 64.10 Councillor Mitchell stated that she agreed the issue of potential coach parking sites should be examined as part of the LTP4 process however; the request identified in the petition was to consider a ban on specific streets which was a different matter and a report should be brought back to the Committee.
- 64.11 Councillor Janio requested that the motion for a report to be brought back to the Committee be put to the vote.
- 64.12 The Chair called an adjournment to the meeting at 16.28.
- 64.13 The Chair resumed the meeting at 16.33.
- 64.14 The Chair stated that he had been provided procedural clarification on the matter and requested agreement from the Committee that an officer report on the specific request in the petition be submitted to the Committee once that information was available.
- 64.15 **RESOLVED-** That the Committee call for an officer report on the matter.

65. ITEMS REFERRED FROM COUNCIL

(a) Petitions

(i) **20mph limit on Medina Terrace, King's Esplanade and St Aubyn's South-Councillor Hawtree**

65.1 The Committee received a petition signed by 121 people requesting the speed limit on Medina Terrace, King's Esplanade and St Aubyn's South be reduced to 20mph in order to increase road safety and also to improve their alignment with several cycle path junctions. The petition had been referred from the meeting of Full Council on 12 December 2013.

65.2 The Chair provided the following response:

"It is planned to incorporate and carry out an assessment of St Aubyn's South as part of the next phase (Phase 3) of the City-wide 20mph Speed Limit Programme. The results of data collection and analysis will be included in a wider public consultation before the results are presented to a future Environment Transport & Sustainability Committee before any decision is taken to change existing speed limits".

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

(ii) Parking in Grenadier, Hangleton- Councillor Janio

65.4 The Committee received a petition signed by 140 people requesting council officers to design and implement a more robust parking system in the Grenadier area of Hangleton. The petition had been referred from the meeting of Full Council on 12 December 2013.

65.5 The Chair provided the following response:

“I visited this location last week with a council officer to meet with Councillors Janio and Barnett, the local ward councillors, and see first-hand the problems that are being experienced.

I’m glad to report that we will be carrying out some works very soon to alleviate any confusion over where to park. The bays on the west side of Applesham Avenue, including the loading bay, will be re-marked as the lines are currently quite faded; the loading bay will have a new sign, showing its times of operation between 8 a.m. and 6 p.m; a new disabled bay will be installed on the west side of Applesham Avenue, with correct markings and signage. This means that disabled bays will be on both sides of the Parade/Queen’s Parade, offering better access to all the shops for those with mobility issues.

As a new bay is being created, the disabled bay east of the zebra crossing on Queen’s Parade will be removed, to free space up for other parking but the disabled bay nearest to the junction will be retained.

Both disabled bays will be limited to a 3-hour maximum stay.

I am aware that Councillor Barnett has already been dealing with Tescos on the issue of their delivery lorries staying for long periods of time in the loading bay and am sure that keeping up this pressure on the shop will help.

However, targeted enforcement will now take place in this area, particularly aimed at delivery lorries or other vehicles that overstay on limited parking/loading bays.

Parking enforcement has also been alerted to the problem of cars parking over driveways, and ward councillors have been given the enforcement hotline number to report this for a rapid response.

Together I believe these initiatives will go some way to help improve a difficult situation which comes about as a result of ever increasing parking pressure”.

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

66. MEMBER INVOLVEMENT**(a) Petitions****(i) Brunswick Place taxi rank- Councillor Sykes**

66.1 Councillor Sykes submitted a petition signed by 14 people that requested the council to address noise disturbance, pollution from idling engines and road safety associated with the taxi rank on Brunswick Place.

66.2 **RESOLVED-** That the petition is received by the Committee.

(i) **Written Questions**

(i) **Driving and parking on the pavement- Councillor Cox**

66.3 Councillor Cox presented the following question:

“Ward councillors continue to receive complaints about cars being driven and parked on the pavement –in particular outside St Peter’s Church in Portland Road, and on the Kingsway outside the front of the King Alfred. This practice causes fear amongst vulnerable people using the footpath, and damages the pavement itself, causing trip hazards and expense to the Council.

It is widely believed parking and driving on the pavement is illegal. The Police advise that enforcement action can only be taken by parking wardens. The Council Parking Service advise that enforcement action can only be taken by the Police.

What action do the Council intend to take to deal with this matter?”

66.4 The Chair provided the following response:

“Parking and driving on the footway can be a nuisance and is dealt with under specific legislation where enforcement action can only be carried out by the appropriate agency. Broadly vehicles being driven on or causing obstruction by parking across the footway are dealt with by the Police under powers operated by them within The Road Safety Act 1984, The Road Traffic Act 1988 and Construction & Use Regulations 1988.

Where vehicles are parked on the footway next to waiting restrictions such as double yellow lines at junctions then the Council’s Parking Service can issue Penalty Charge Notices.

In reality the Council works very closely with Sussex Police colleagues and often has to adopt a joined up approach to enforcement where these issues are not straight forward and boundaries are blurred in specific locations. A good recent example of this was the joint enforcement undertaken in Elm Grove.

In the case of Portland Road and King Alfred the Council will continue to deal with parking infringements within its existing powers. The public can also report anti-social parking obstruction or driving issues to Sussex Police directly through Operation Crackdown via their website www.operationcrackdown.org with specific details of the vehicle or incident or alternatively on the phone number 01243 642222 during office hours and speak to an operator.

I too am concerned about the problems caused by driving and parking on the footway and verge, and appreciate that this is a concern shared by many other members and residents. I do think more needs to be done to tackle this.

I am therefore asking officers to set up a cross party working group to include a representative from Sussex Police to discuss the issues of verge and footway parking on the city, possible solutions whether they are site or area specific or citywide, and the impact of the two pilot verge parking schemes now operating”.

(ii) **Safety on the junction of Church Road/New Church Road and Sackville Road/Hove Street- Councillor Hawtree**

66.5 Councillor Hawtree presented the following question:

“Over Christmas, there was another collision- and terrible injury- at the junction of Church/New Church Road and Sackville Road/Hove Street.

This junction has long been problematic. It is neither an easy one for pedestrians in general nor for drivers who are turning right.

In the latter case, some make a bolt for it in that interval while the light is amber returning to red.

As councillor for one of the wards which meet at this junction, I should like this to be studied as part of the next Local Transport Plan, popularly known as LTP4, which will run from 2015, with preliminary work undertaken this year”

66.6 The Chair provided the following response:

“Councillors and officers are naturally very sorry to learn of the road traffic collision on Christmas Day which, according to media reports, resulted in an injury to a taxi vehicle driver and a teenage passenger and its sympathies are with those involved.

The Council has a statutory duty under Section 39 of the Road Traffic Act 1988 to study road accidents and take such measures as appear to be appropriate to prevent them from occurring. (Road Traffic Act 1988 Section 39)

To ensure that the Council’s resources are targeted in the most cost effective manner, officers use police road collision reports and consider collision trends over statistically robust time periods to avoid reacting to individual cases.

In accordance with our agreed approach officers will investigate the reported collision at this location within the rolling programme of investigations and will bring forward any proposed measures considered likely to prevent this type of occurrence being repeated at this location, to a future meeting of Environment, Transport & Sustainability Committee for consideration”.

67. FEES AND CHARGES 2014/15

67.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out the proposed fees and charges for the service areas covered by the Committee for 2014/15.

67.2 Councillor Robins referred to the proposed changes to London Road car park tariffs which had a minimal increase and asked if it would not be more straightforward to retain the existing charges for the benefit of clarity as the proposals appeared unnecessarily complex.

67.3 The Head of Transport replied that the key factor in the proposals was to reduce over occupancy which had become a significant factor at the car park.

67.4 Councillor Wealls noted the new tariffs at Regency Square car park and asked if they might be prohibitive to those people arriving at 4pm to check in at hotel accommodation and staying overnight.

67.5 The Head of Transport stated that it was proposed to introduce the new tariff as there was an overlap between the evening rate and overnight rate in the existing system. The Head of Transport added that there would be a marginal reduction in the overall charge for an overnight stay under the proposed new fee.

67.6 Councillor Hawtree requested more information on the cultivation licence, a function he would like to see more of and for confirmation that visitor permit charges were increased from £1 to £2 in 2008.

67.7 The Head of Transport confirmed that there had been an increase in visitor parking permit charges in 2008 from £1 to £2 and explained that the cultivation licence put in place a robust regime of insurance as offices were mindful of objects on verges or other highway green space that may cause damage to vehicles.

67.8 Councillor Cox formally moved a motion to add an additional recommendation as shown in bold italics below:

2.3 That scaffolding charges are only increased in line with the inflation rate of 2.5%

67.9 Introducing the amendment, Councillor Cox stated that the increase of 9.1% had been justified on the basis that it brought the charge up to the average level charged by other authorities across the country. However, Councillor Cox believed this did not account for the overall impact of other charges made by the authority such as traders permits and parking charges that were amongst the highest in the country and a detriment to local businesses. Councillor Cox stated that that a 9.1% rise in scaffolding licence charges would place further burden on traders and was an unnecessary tax.

67.10 Councillor Janio formally seconded the motion.

67.11 The Head of Transport stated that the amendment was not unreasonable and could be implemented by officers if passed.

67.12 The Chair clarified that the amendment would increase the existing charge by £1.37 rather than the £5 proposed in the report.

67.13 Councillor Sykes stated that the increase in the cost of traders permits had only brought the authority in line with the charges made by neighbouring authorities and therefore, he did not believe there was sound justification to the motion.

67.14 Councillor Janio stated that he believed any increase imposed on traders had a significant impact.

67.15 The Chair then put the motion to the vote with the following outcome:

For: 3

Against: 4

Abstentions: 3

67.16 Therefore the motion was not carried.

67.17 **RESOLVED-** That Committee approves the proposed fees and charges for 2014/15 as set out within the report and its appendices.

68. LOW EMISSION ZONE - CENTRAL BRIGHTON

- 68.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that set out the results of the investigation into the introduction of a Low Emission Zone (LEZ) as requested by the Committee in July 2013 and proposals for implementation in Brighton & Hove.
- 68.2 Councillor Cox referred to paragraph 7.5 of the report that outlined the risk of public inquiry if objections were received from the bus companies to the Traffic Regulation Order (TRO) advertised by the Traffic Commissioner. Councillor Cox asked for further clarification on the matter and if the risk of a Public Inquiry was low particularly in view of the letter of support received by the Committee from the Chief Executive of Brighton & Hove Bus Company.
- 68.3 The Policy & Development Manager clarified that the financial implications of a Public Inquiry in the event of objections from a bus operator would be a potential cost of £20,000 to the authority. However, there had been extensive discussions with the local bus companies to reduce that risk as far as possible. The Policy & Development Manager added that should there be any objections to the TRO from a bus company, there would be opportunity to present these to Committee for consideration.
- 68.4 The Chair stated that it was indicated in the report and in the letter received from the Chief Executive of Brighton & Hove Bus Company that the proposals had the support of local bus companies.
- 68.5 Councillor Robins stated that he was unsure why the target for implementation had been set at 2015 as he understood that stipulation had been removed from the recommendations of the report previously received by the Committee.
- 68.6 Councillor Davey stated that he recalled that the Committee had made a commitment that work, including discussions with relevant partners begin and that a report on that matter and possible implementation be brought back to the Committee later in the year. Councillor Davey stated that the investigation and discussion was now complete allowing the Committee an opportunity to consider the report.
- 68.7 Councillor Wealls stated that his expectation was that with a third of buses operating in the proposed LEZ area Euro 5 compliant, that there would be a corresponding drop in emissions. However, as the table on page 53 of the agenda demonstrated, there had in fact been a 30% rise in that area over the past five years.
- 68.8 The Senior Technical Officer stated that the graph provided highlighted ambient concentrations of nitrogen dioxide levels rather than tailpipe data so would not highlight the impact of cleaner bus technology alone. The Policy & Development Manager added that the intention was for officers to gather tailpipe data which would help with identifying specific measures with regard to reducing emission levels.
- 68.9 Councillor Wealls stated that he was requesting clarification on expectations for a LEZ as the graph appeared to provide evidence that an improvement in bus technology over the past five years had not produced the expected improvement in air quality.

- 68.10 The Policy & Development Manager stated there were other factors that had contributed to the increase in nitrogen dioxide levels including several cold winters and an increase in other background levels. The Policy & Development Manager stated that evidence showed more widespread use of Euro 5 buses would certainly be an improvement on the current Euro 2 buses used.
- 68.11 Councillor Davey stated that the expectations were that the proposals would contribute to a much wider package of measures to reduce poor air quality. Councillor Davey added that if the proposals were accepted, there would be opportunity for the Committee to assess the impact of a LEZ sometime next year when the scheme was in place and more data and evidence was available. Councillor Davey claimed that the proposals were an opportunity to the Committee to make a real benefit to the city with one of the most successful bus services in the country. Furthermore, it would meet the objective to increase public transport services as well as road safety and air quality.
- 68.12 Councillor Mitchell welcomed the report adding her praise for Brighton & Hove Bus Company who she believed deserved enormous credit for supporting and eventually implementing the proposals which would involve significant work. Councillor Mitchell added that she was aware that local taxi companies were also willing to enter discussions on licensing measures to reduce emissions that should also be welcomed. Councillor Mitchell expressed her hope that discussions might eventually also include HGV operators. Councillor Mitchell supplemented that she was pleased tailpipe emission data would be collected and hope the results of that study would be reported when available.
- 68.13 The Chair re-iterated the comments made by Councillor Mitchell in acknowledging the credit due to Brighton & Hove Bus Company for their work and commitment.
- 68.14 Councillor Cox stated his praise for Councillor Davey for the work he had put into a potential scheme that had seen a positive result. Councillor Cox added his praise for Brighton & Hove Bus Company and for central government who had provided £750,000 to support the introduction of cleaner bus technology. Councillor Cox supplemented that he certainly did not expect a rise in fares associated with the introduction of Euro 5 buses as that would be counter-productive to efforts to reduce emissions in the city. Councillor Cox noted his support for the exemption of rural bus services from the scheme and expressed his hope that the measures might lead to consideration for alternative bus routes, in particular along the seafront.
- 68.15 Councillor Robins enquired if enforcement would be similar to the scheme in London that used photo recognition of number plates.
- 68.16 The Policy & Development Manager stated that the proposed scheme would be enforced by the council's CCTV network. Any issues would first be brought to the bus operator's attention for appropriate action. In the event of persistent non-compliance the matter could be reported to the Traffic Commissioner who can issue fines for failure to comply with the Traffic Regulation Condition.
- 68.17 Councillor Sykes welcomed the proposals that would be one of a number of measures used to improve air quality levels. Councillor Sykes noted that the cities air quality

standard currently contravened EU regulations and there was an urgent need to undertake such measures to become compliant and avoid significant financial penalty.

68.18 Councillor Janio stated his agreement that there was an urgent need to introduce measures to improve air quality in the city. Councillor Janio stated that he disagreed that air quality should be assessed on tailpipe data alone and that other variables should also be accounted for. Councillor Janio enquired as to what other measures were being considered.

68.19 The Chair stated his agreement with Councillor Janio's comments adding that there would be a series of measures in addition to an LEZ brought to Committee over the next few years. The Chair asked that officer briefings be offered to assist Members with specific questions.

68.20 Councillor Daniel requested that the comments made by Councillor Janio be addressed as they were pertinent to the debate.

68.21 The Senior Technical Officer stated that there was currently a high level of work being undertaken assessing the wide number of contributors to poor air quality. The Senior Technical Officer added that transport emissions were central to this noting that background levels of nitrogen dioxide taken in the Pavilion Park measured 25 hg/m³ whilst the key transport corridor of North Street, which was only a short distance away, measured 75hg/m³.

68.22 **RESOLVED-**

1. That the Committee declares a Low Emission Zone in Castle Square, North Street and Western Road as far as the junction with Holland Road, with the aim of ensuring that all Public Service Vehicles to meet, as a minimum the Euro 5 emissions standard by 1 January 2015, with only licensed exemptions to this requirement as set out in this report.
2. That officers are authorised to further consult with bus operators, DEFRA and the Department for Transport with a view to making an application to the Traffic Commissioner for a Traffic Regulation Condition to establish the regulatory framework for the Low Emission Zone
3. That the Committee notes that officers will consult with taxi drivers on a range of specific proposals and initiatives to reduce taxi emissions for the consideration of the Licensing Committee.

69. OLD TOWN TRANSPORT PLAN

69.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that summarised the report of the Planning Inspectorate that was received following a Public Inquiry into the Old Town Transport Plan proposals and outlined recommendation to move the project forward.

69.2 Councillor Mitchell stated that she had found the report recommendations extremely confusing. Councillor Mitchell clarified that the Committee were requested to proceed

with the advertisement of a TRO for East Street even though the Planning Inspector had stated their concerns for an increase in traffic flow through Little East Street. Councillor Mitchell supplemented that there was no reference to any consultation for the introduction of safety measures in Little East Street intended to mitigate any increase in traffic flow nor were there any plans. Councillor Mitchell stated that had she had huge reservations about approving the closure of East Street without viewing or considering the proposed safety measures for Little East Street beforehand. Councillor Mitchell supplemented that her group could not support the proposals without any indication of local support or demonstration of cause and effect on Little East Street. Councillor Mitchell added that she was unclear why the Committee were requested to approve the TRO for Prince Albert Street when the recommendations clearly set out that further monitoring of Ship Street was necessary before implementation. Councillor Mitchell stated that timescales for implementation were extremely tight and suggested that the report be deferred to the meeting on 29 April 2013 so that a fuller picture of the measures could be considered.

- 69.3 Councillor Robins stated that he had been provided a briefing on the Plan that had bore no relation to the report currently being considered. Councillor Robins clarified that he understood only two small areas were being considered for implementation with the remainder subject to further monitoring.
- 69.4 The Project Manager stated that the Planning Inspectorate had not agreed with the benefits the council had put forward for the closure of Prince Albert Street and had not been convinced about the potential increase in rat-running east to west through the Old Town area. Therefore, it was recommended that the Order be postponed and reviewed in order to assess any impact of the implementation of the Ship Street closure and for further monitoring.
- 69.5 Councillor Mitchell expressed her belief that, on the basis of the recommendations of the Planning Inspectorate, a temporary TRO for Ship Street should be used to monitor rat running through Old Town rather than permanent closure.
- 69.6 The Chair stated that the Committee has passed the majority of the proposals for the Old Town area some time ago and the report outlined minor alterations after consideration by the Planning Inspectorate.
- 69.7 Councillor Mitchell clarified that her group had not supported the previous report as they had been concerned about the cost of a Public Inquiry.
- 69.8 Councillor Cox stated that there had been a different proportionality to the Committee when the item had previously been considered and approved and clarified that he had voted against the proposals. This was on the basis that the cost of a Public Inquiry could not be justified, that he had believed the money available should have been diverted to other more worthy schemes such as the Brighton Station Gateway project whilst funding for more comprehensive pedestrianisation of the Laines was sourced. Furthermore, Councillor Cox added that the Planning Inspectorate had dismissed half of the proposals in the original Old Town scheme meaning the changes were somewhat minimal. However, Councillor Cox agreed that no vehicle should be permitted access to the Laines without a specific purpose for being there.

- 69.9 Councillor Robins stated that he did not agree there were significant instances of rat running in the area as there were not significant benefits to doing so. Furthermore, Councillor Robins stated that he believed the Laines currently worked well as a shared space.
- 69.10 Councillor Davey stated that that the proposals had now been through two public consultations and a Public Inquiry and all had come to the conclusion that closing the North Street/Ship Street junction would be beneficial. Councillor Davey stated that the proposals were a start in a series of long-term improvements in the area. Councillor Davey stated that the council had opportunity to apply for significant funding from the Local Economic Partnership via its Strategic Economic Plan and would put forward a series of bids, one of which would be for long-term, sustained improvements to the Old Town area so that it may fulfil its potential. Councillor Davey indicated that a high number of traders in the area were urgently requesting vehicle restrictions and for investment and had, along with the public, made that view clear in the consultation. Councillor Davey welcomed the proposals as a means to make a start on improving the area to the benefit of the city.
- 69.11 Councillor Hawtree welcomed the proposals noting that its historic layout and design was not suited to a large amount of traffic. Councillor Hawtree stated that from experience, he believed many pedestrians assumed that the area was already pedestrianised and concurred with the statement made by Councillor Davey that a start had to be made on long-term improvements.
- 69.12 Councillor Janio stated that he was in generally in favour of the recommendations although was grateful for further clarification as the report had been very unclear. Councillor Janio stated that he usually did not support piecemeal measures but, from his experience as a pedestrian in the Laines area, he believed that something had to be done.
- 69.13 **RESOLVED-**
1. That, the Committee requests the Executive Director Environment, Development & Housing re-advertise the following Order with the modifications described in section 3 of this report:
 - BRIGHTON & HOVE (EAST STREET)(PROHIBITION OF DRIVING) ORDER 20**and that the Committee notes that any representations or objections will be brought back for consideration to a future Committee.
 2. That the Executive Director Environment, Development & Housing reviews the following Order:
 - BRIGHTON & HOVE (PRINCE ALBERT STREET)(PROHIBITION OF DRIVING) ORDER 20**after the implementation of the Ship Street / North Street closure Order (referred to at recommendation 2.3) and brings back any proposals in relation to this Prince Albert Street Order to a future Committee.

3. That, having taken account of all duly made representations and objections, the Committee approves the following Order and authorises the Executive Director Environment, Development & Housing to request the authorisation of the Secretary of State:

- BRIGHTON & HOVE (SHIP STREET)(PROHIBITION OF DRIVING AND ONE-WAY TRAFFIC) ORDER 20**

4. That, having taken account of all duly made representations and objections, the Committee approves the following Order and authorises the Executive Director Environment, Development & Housing to request the authorisation of the Secretary of State:

- BRIGHTON & HOVE (OLD TOWN)(WEIGHT RESTRICTION) ORDER 20**

70. 'THE COMMON ROOM' (ANN STREET/PROVIDENCE PLACE) – RESULTS OF PUBLIC CONSULTATION AND NEXT STAGES

70.1 RESOLVED-

1. That the committee notes the results of the public consultation and resulting revisions to the plans for permanent improvements to Ann Street/Providence Place.
2. That the committee approves the Ann Street/Providence Place Implementation Plans (appendix 2 of this report) as forming the basis for realising a phased series of improvements to the area, commencing later this year.

71. SURREY STREET LOADING BAY TRAFFIC REGULATION ORDER

71.1 **RESOLVED-**That, having taken account of all duly made objections and representations, the Committee approves the following order:

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.X 201X

72. VOGUE GYRATORY IMPROVEMENTS

72.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that outlined revised proposals for the improvements to the Vogue Gyratory that formed part of the Lewes Road Improvement Scheme. The Principal Transport Planner stated that design work had been carried out in conjunction with a key stakeholder advisory group comprising of cyclists, bus users, bus companies and car users.

72.2 The Chair expressed his gratitude to the Principal Transport Planner; Robin Reed, who would be moving to the private sector in the near future. The Chair stated that Robin

had made a tremendous impact on transport and infrastructure in the city and his expertise would be greatly missed.

- 72.3 Councillor Mitchell stated her thanks to Robin Reed and wished him well in future pursuits. Councillor Mitchell asked if the northbound left turn up Hollingdean Road was deemed safe when it cut across a cycle lane and regarding access to Bear Road arriving eastward from Hollingdean Road as there was no legible turn.
- 72.4 The Principal Transport Planner explained that the problem of turns going across cycle lanes was an established problem across the city and the country. He explained that the original proposals had separate phased signalling however, modelling had demonstrated that this would cause significant delays for other users. It was therefore intended to use thorough and careful design to minimise the conflict including using bright colours and markings on the road and methods to ensure that cyclists were in clear view of other roads users using the left turn. With regard to access to Bear Road via Hollingdean Road, the Principal Transport Planner stated that there would be a lane marked and clear markings would be used to make it as visible as possible.
- 72.5 Councillor Wealls asked if any discussions had taken place with the businesses currently occupying the Gyratory about possible re-location.
- 72.6 The Principal Transport Planner confirmed that discussions had taken place although it was clear that those businesses did not wish to give up the location, particularly the petrol station. Furthermore, he understood other developers had identified the area meaning there would be competition for the location should it become available.
- 72.7 Councillor Robins stated his concern for cyclists safety regarding the left turn into Hollingdean Road across the cycle lane. Councillor Robins asked if there was any other possible design to eradicate the risk of accidents.
- 72.8 The Principal Transport Planner stated that the speed limit on the road was currently 20mph meaning traffic in the area was relatively slow and reduced the risk of serious injury should an accident occur. Furthermore, the design would focus on high visibility to ensure the conflict was minimised. In addition, the Principal Transport Planner stated that the existing design had potential conflict for cyclists across the Gyratory. The proposals would minimise that area of conflict from around 200-300 metres to the left turn on to Hollingdean Road which was around 30 metres.
- 72.9 Councillor Davey stated that the Vogue Gyratory had been a problem for many, many years adding that he believed the proposals represented the best option in very difficult circumstances, particularly for northward journeys. Councillor Davey stated that the left hook turning was not uncommon but needed to be made as safe as possible. Councillor Davey welcomed the installation of a new bus stop, improved access for pedestrians and for car drivers as the proposals would make the Gyratory easier to navigate. Councillor Davey expressed his gratitude to officers for finding a solution to a decades old problem.
- 72.10 Councillor Cox stated his agreement with Councillor Davey that there were definite positive aspects to the proposals. Councillor Cox added that he had concerns for the left hook turn across the cycle path and the turn into Sainsbury's used by refuse and

delivery vehicles. Councillor Cox supplemented that he had recently cycled through the Gyratory and had found it very unsafe. Councillor Cox recognised that the proposals represented the best option but requested that, if approved, the scheme be monitored very carefully.

- 72.11 Councillor Daniel welcomed the improvements the proposals and the benefit it would bring for pedestrian access. Councillor Daniel asked if any consideration had been given to merging the cycle path at the left turn to Hollingdean Road with the pedestrian crossing located at the turn.
- 72.12 The Principal Transport Planner explained that such measures were considered but were not taken forward due to the risk that the type of cyclist using the lane would disregard a longer route and join the carriageway causing safety concerns for car users, buses and themselves.

72.13 **RESOLVED-**

1. That the Committee notes the results of the 2012 public consultation reported at the Transport Committee meeting on 2nd October 2012 and approves the revised improvements to the Vogue Gyratory.
2. That Committee authorises officers to proceed with advertising the formal Traffic Regulation Order (TRO) for changes to the Vogue Gyratory. Should any objections be raised then they will be heard at a future meeting of the Environment, Transport and Sustainability Committee where final approval would need to be given to proceed with implementation.

73. **STANMER PARK – PERMISSION TO CONSULT ON MASTER PLAN IN PREPARATION FOR HERITAGE LOTTERY FUND GRANT APPLICATION**

- 73.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that summarised the progress made on the Master Plan for restoration and improvement works of Stanmer Park to date, set out the proposed governance arrangements to oversee delivery of the Plan and sought permission to consult on the Plan.
- 73.2 Councillor Sykes asked if the SDNPA could be offered temporary accommodation as should the bid be successful, the time-scale for the start of works would not be until 2017.
- 73.3 The Chair added that the current accommodation was in a very poor condition and he would be highly disappointed if the SDNPA were forced to move to different accommodation for that reason.
- 73.4 The Head of Strategy & Projects clarified that there would be further discussions about possible opportunities for interim arrangements.
- 73.5 Councillor Davey stated that Stanmer Park was unique and residents were fortunate to have such a location close to the city. Councillor Davey added that although there were

superb transport links to the area, it required investment and he hoped the bid would be successful.

- 73.6 Councillor Mitchell stated that she fully supported the proposals and expressed her hope that the vision for Stanmer Park could be realised.
- 73.7 Councillor Janio stated his support for the proposals and asked if there was a timetable for further reports on the issue to be submitted to the Committee as work progressed.
- 73.8 The Head of Strategy & Projects clarified that there would be a report submitted to the Committee subsequent to the consultation and before submission of the HLF grant application.
- 73.9 Councillor Wealls asked if the current rental income could be used to borrow capital for re-development.
- 73.10 The Head of Strategy & Projects clarified that although opportunities to generate income from the land were been examined for the future, the current rental income of £105,000 was not sufficient to use for borrowing or investment.

73.11 **RESOLVED-**

1. That Committee notes the progress made to date on the Stanmer project
2. That Committee grants permission to consult on a Master Plan for Stanmer Park
3. That Committee approves the proposed governance arrangements for the management of the project through to submission of the funding bid.

74. EAST BRIGHTON PARK PROPOSALS FOR A CONTROLLED PARKING SCHEME

- 74.1 **RESOLVED-** That the Committee authorises the Executive Director Environment, Development & Housing to consult on proposals to implement a controlled parking scheme in East Brighton Park.

75. INTRODUCTION OF LICENSE SCHEME WITH CHARGES FOR FITNESS TRAINERS USING PUBLIC GREEN SPACES

75.1 **RESOLVED-** That the Committee –

1. Agrees the introduction of a licence scheme, effective from 1st April 2014, for commercial fitness trainers that use public green spaces owned or managed by the council, as specified in paragraph 3.5 and in accordance with the main conditions set out in Appendix 1.

2. Authorises the Executive Director Environment, Development & Housing to implement the scheme and, as and when required, revise the scheme to ensure it continues to operate effectively, efficiently and lawfully.
3. Approves the licence charges for the scheme, as set out in Appendix 2.
4. Instructs the Executive Director Environment, Development & Housing to review the scheme licence charges annually and to submit any proposal for amendment to the Committee for approval.

76. BRIGHTON MARINA TO RIVER ADUR FLOOD AND COASTAL EROSION RISK MANAGEMENT STRATEGY

76.1 RESOLVED-

3. That the Committee notes the results of the recent public consultation on a long list of options for the Brighton Marina to River Adur flood and coastal erosion risk management strategy.
4. That the Committee agrees that a further round of public consultation is carried out on the proposed, preferred options for the Brighton Marina to River Adur flood and coastal erosion risk management strategy, set out in Appendix 2, and the results reported back to a future committee meeting in early 2014 for consideration and agreement.

77. ITEMS REFERRED FOR FULL COUNCIL

- 77.1 No items were referred to Full Council for information.

The meeting concluded at 7.00pm

Signed

Chair

Dated this

day of