

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 8 OCTOBER 2019

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor Pissaridou (Chair) West (Opposition Spokesperson), Wares (Group Spokesperson), Brennan, Brown, Davis, Fowler, Heley, Lloyd and Moonan

PART ONE

22 PROCEDURAL BUSINESS

22(a) Declarations of substitutes

22.1 Councillor Moonan was present as substitute for Councillor Wilkinson.

22(b) Declarations of interest

22.2 There were none.

22(c) Exclusion of press and public

22.3 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).

22.4 **RESOLVED-** That the press and public not be excluded from the meeting.

23 MINUTES

23.1 Councillor Wares stated that he had not received the written response to his supplementary question as detailed at item 7.4.

23.2 The Chair apologised, stating that the response would be sent to Councillor Wares urgently after the meeting.

23.3 **RESOLVED-** That the minutes of the previous meeting be approved and signed as the correct record.

24 CHAIRS COMMUNICATIONS

24.1 The Chair provided the following communications:

“Good afternoon and welcome to this meeting of the Environment, Transport & Sustainability Committee. I’d like to inform those present that this meeting is being webcast live and will be capable of repeated viewing

I’m pleased to say that the Coast to Capital Investment Committee will be recommending their board approves funding for the next stage of the Valley Gardens, a project that has been the subject of much discussion at the meetings of this committee and beyond. I would like to personally thank Members for their input that has helped refine and improve the scheme.

Valley Gardens is a key part of our commitment to improve the city’s environment and make the city more sustainable for everyone and contributes to our collective aim to be carbon neutral by 2030.

We will continue to engage with all stakeholders and the wider public to ensure the success of Phase 3 of the project. Their views will be used to help create a safe accessible space for everyone while providing the infrastructure needed to meet the pace and scale of the city’s environmental challenges.

When complete, the Valley Gardens project will improve road safety and ease of movement through the area, as well as create an exciting and attractive destination for visitors to spend time in with new landscaping, planting and public squares”.

25 CALL OVER

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

- Item 29: Member Task and Finish Groups’ Terms of Reference
- Item 30: Parking Annual Report 2018-19
- Item 31: Off Street Car Park and Traffic Control Centre Equipment Replacement
- Item 32: Electric Vehicle Charge Point Roll Out
- Item 34: Parking Scheme Priority Timetable
- Item 36: City Environment Modernisation Update
- Item 37: Arboriculturally (Tree) Strategy Permission to Go to Public Consultation
- Item 38: Self-Management of Sports Facilities
- Item 39: Hove Cemetery Toilets

25.2 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 33: Parking Scheme Update Report
- Item 35: Elm Drive/Rowan Avenue TRO

25.3 The Chair stated that due to public interest in the item and that the meeting was being held on the Day of Atonement, an important day in the Jewish Calendar which was celebrated with a service and a fast beginning at 18.00, Item 39 would be taken as the first substantive report on the agenda.

26 PUBLIC INVOLVEMENT**(A) PETITIONS****(i) Narrowing Crescent Road**

26.1 The Committee considered a petition signed by 144 people requesting the Council to narrow and white-line Crescent Road, Round Hill where there is a dangerous junction with Prince's Crescent.

26.2 The Chair provided the following response:

“The Council receives a large number of requests to alter road layouts to address safety concerns across the City. To manage this demand within the available budget of the High-Risk Sites programme there is a need to prioritise requests so that we can ensure that those locations with the highest risk are addressed first.

We have checked the collision data for Crescent Road and there have been no collisions within the last 3 years. Based on this information we are not able to divert what is limited funding away from other projects that already have an established safety risk in order to physically build out the kerb line at this location.

However, officers have discussed some alternative options and it is possible that we could fund additional white lining in the form of give-way markings and visually narrowing at the junction using hatch markings. Officers would be happy to meet with you to discuss this further”.

26.3 Councillor West stated that as ward councillor for the area, he was aware that the petition was part of a wider project in creating community space and problems were faced to that end by the width of the road. Councillor West proposed an officer report responding to the matters raised in the petition.

26.4 Councillor Heley formally seconded the motion.

26.5 The Chair put the motion to the vote that passed.

26.6 **RESOLVED-** That the committee receive an officer report considering the matters raised in the petition.

(ii) A full road safety audit of Bear Road

26.7 The Committee considered a petition signed by 211 people requesting the Council to undertake a full road safety audit of Bear Road to improve safety.

26.8 The Chair provided the following response:

“The incident on Bear Road referred to in the petition involving a Police car and a pedestrian was serious however, the road layout was not recorded as a contributing factor.

In the past three years there have been 10 other injury causing collisions recorded by the Police along the length of Bear Road of which two were reported as being serious.

Only one of these collisions involved a pedestrian who stepped out in front of a slow-moving vehicle and received a slight injury.

The posted speed limit in the residential part of Bear Road is 20 miles per hour. Whilst no injuries are ever acceptable on the Highway, for a busy road that is approximately 1.5km long, the number of injuries is relatively small numerically.

There are relatively few crossing movements in Bear Road as on one side is a cemetery with the majority of the houses being on the northern side so the only real need to cross the road is to access a parked car. Generally, these cars tend to be parked on the footway making it unusable by pedestrians. On the northern side for most of the residential length is where cars park and this forms a buffer zone between pedestrians and traffic.

On the lower part of Bear Road, the road narrows slightly and so no parking is allowed. The footway at this point is around 1.7m wide which is average for Brighton, however, at the nursery it does widen out and guardrail has been provided to prevent children from running straight out into the road.

Since the submission of this petition, local residents have been consulted on parking in this area as part of a potential new controlled parking zone in the Coombe Road Area.

To address the safety issues associated with the footway parking, this consultation included proposals for double yellow lines along the southern side of Bear Road. The outcome of the consultation will be presented to ETS committee in due course.

For the reasons given above, and in line with our current policies and practices, it is felt that Bear Road is generally a safe road when compared to others in the city however it would benefit from the introduction of double yellow lines on the southern side to improve pedestrian access to the footway and to reduce the need for crossing movements along the length. We will need to wait for the outcome of the consultation however in the meantime we will continue to monitor the safety record of Bear Road as part of our ongoing commitment to reduce the number of injury causing collisions in the City”.

26.9 **RESOLVED-** That the Committee note the petition.

(iii) Speed Bumps Hardwick Road

26.10 The petitioner was not present at the meeting. Therefore, the Chair provided the following written response:

“The Council receives a large number of requests for traffic calming across the City and therefore we need to prioritise funding for those roads with the highest number of casualties over a three-year period.

We have checked the collision data for Hardwick Road and there have been no collisions in the last 3 years. Based on this information, the safety risk history at this location would not be sufficient to be prioritised over other roads in the City at the current time. However, we are in the process of procuring some mobile vehicle activated signs that can be used to alert motorists when they are exceeding the speed limit. The plan is for these to be moved around the City to address speeding concerns and to influence driver behaviour.

We are still in the early stages of this project and so the assessment criteria has not as yet been finalised however Hardwick Road will be added to the list for consideration when this scheme is up and running”.

26.11 Councillor Wares stated that ward councillors were often requested by residents to install speed bumps and it would be useful to receive a briefing note on whether speed bumps were part of the road safety toolkit.

26.12 **RESOLVED-** That the committee note the petition.

(iv) Dangerous Crossing opposite Peter Gladwin School

26.13 The Committee considered a petition signed by 217 people requesting the Council to install a pedestrian crossing on Drove Road/Foredown Road opposite Peter Gladwin School to improve safety.

26.14 The Chair provided the following response:

“The Council works with schools across the City to support the development of their travel plans and run initiatives with the schools to reduce travel by car in favour of more sustainable and healthier modes of travel. This improves road safety in the vicinity of schools by reducing congestion and improves the health of the children by reducing emissions at the gates and promoting active travel. The most recent School Travel Plan for Peter Gladwin School was updated in 2016 and therefore this may need to be reviewed by the school.

There have been no collisions reported at this location in the past three years. This stretch of Foredown Road/Drove Road is also heavily traffic calmed which has resulted in an average recorded speed of 17.5mph, which anecdotally reduces further at school pick up and drop off times due to congestion from parents accessing the three schools. School keep clear road markings are also in place and the school puts out ‘No parking’ A-boards at school pick up and drop off times.

However, in light of the concerns raised, an officer visited the school on Tuesday 10th September to observe the drop off arrangements in the morning. The vast majority of children were observed arriving on foot with their parents or guardians. Drivers were generally considerate and appeared to be aware of the presence of the schools and drove accordingly. Parents crossing the road seemed relaxed and not visibly concerned by the crossing arrangements. The officer did note that visibility was obscured at the informal crossing points by vegetation to the east of the junction with Manor Road and on the north side of Drove Road near the junction with the High Street. City Parks have been asked to make the necessary arrangements to rectify this.

Parking was also observed at the junction of Manor Road and Foredown Road that could have contributed to restrictions in visibility. Whilst the parking was legal, there may be a benefit in extending the double yellow lines at this location. An officer will make contact with the school to discuss this idea further.

Based on the observations made on site and the data available at this location, it is not felt that there is justification to take any further immediate action other than the items mentioned above. This location is however on the Pedestrian Crossing Priority list and will therefore be formally assessed towards the end of this financial year along with other requests received”.

26.15 **RESOLVED-** That the committee note the petition.

(B) WRITTEN QUESTIONS

(i) Local Cycling and Walking Infrastructure Plan

26.16 On behalf of Katy Rodda, Mark Strong put the following question:

“It’s good to hear that following a long period of discussion, the council is finally starting work on its Local Cycling & Walking Infrastructure Plan (LCWIP). However, despite the crucial role of stakeholders being emphasised in Government guidance, the terms of reference for the Task & Finish group (to be discussed later in this meeting) leaves open the possibility that there will be no stakeholders at the group’s first meeting. Can the council confirm that stakeholders will be involved from the first Task & Finish group meeting and will be involved in all six stages of the LCWIP?”

26.17 The Chair provided the following reply:

“After agreeing at our last committee meeting to set up a Member Task and Finish Group to assist in developing this plan, I am pleased that we have been able to bring these Terms of Reference back to the committee at the earliest opportunity. The question is correct to highlight the role of stakeholders in the group’s meetings and I can assure her, and yourself and others who will be interested, that I intend to meet with the other two nominated councillors on the group to discuss this matter, once the Terms of Reference are agreed. This discussion will take place before the first meeting, so that we can identify the themes that we will want to discuss, plan the agendas and ensure we identify and invite the most appropriate stakeholder groups to each meeting, including the first one. This will also ensure that we have an accessible and big enough room! We will have the benefit of drawing on the groups who are regularly invited to be represented at the city’s Transport Partnership and will want to ensure that other organisations and interests are involved too. I can also confirm that all six stages associated with the development of the plan will be discussed by the group.”

26.18 Mark Strong asked the following supplementary question:

“It would be good to see this as part of a process for an active travel forum. There’s a taxi forum, there’s a bus users forum, there is no forum for active travel. Most other council’s, particularly highway authorities have active travel forums which discuss such things. We want to work with the council, so I hope you would be keen to set one up and it would be good to hear your views on that”.

26.19 The Chair provided the following reply:

“I’ll have a look at that and let you know”

(ii) Roadworks

26.20 Mark Strong put the following question:

“In recent months there have been many roadwork and development sites in the city which have had a significant negative impact on the safety and convenience of people walking and cycling, including disabled people. They have also affected the efficient flow of buses. These works regularly fail to take into account the majority of residents in the

city who do not travel by car, with problems including blocked pavements, inaccessible pedestrian and cycle crossings and inconsistent signing & road-marking putting people walking and cycling at risk. How will the council's permit and planning processes be changed to stop this happening?"

26.21 The Chair provided the following reply:

"Development in the city is one way of future-proofing it economically, environmentally and socially and therefore minimising any disruption or inconvenience that can be caused by that development is essential.

Through the Planning process, we want to ensure that completed developments which are delivering much-needed housing, employment and community facilities across the city are safe, accessible, sustainable and high quality in terms of transport and travel. We also apply the same principles to their construction, but I do recognise that successfully managing this can often be a challenge in a busy city like ours.

Construction can be very complicated and include lorries, vans, skips, scaffolding, hoardings, temporary access points, roadworks and road closures. In some cases, construction can also be prolonged; the new hospital in Eastern Road was expected to last for 10 years when it was approved.

Officers and councillors will therefore do everything that they can to avoid or minimise disruption during the construction phases of developments. Various activities can all have implications for our residents and the city's pavements and roads, and therefore we often secure measures through the Planning process, such as Construction Environmental Management Plans, to identify and mitigate likely consequences. Some works are also included in legal agreements. However, sometimes we don't get it right first time or things don't go to plan for any number of reasons. We also seek to ensure that developers participate in recognised accreditation such as the Considerate Constructors Scheme; however, occasionally and regrettably, some developers wilfully will not comply with the standards expected of them.

There are application processes to ensure that various construction activities involving roadworks are designed and implemented correctly. The roadworks permitting scheme includes assessment of what Traffic Management is required and allows the council to influence what is implemented, but again there is always a finite amount of road space available and difficult decisions have to be taken. Every effort is made to keep access for all road users and any scheme implemented are monitored, but we only have a limited number of officers who can do this, and they cannot be present all the time. If something is not right or unsafe, sometimes we have to rely on casual observation and reports, which we welcome, and I would encourage people to do.

We do review our services from time to time and officers are currently working on plans to restructure teams within the City Transport Division, in order to ensure that they are sufficiently resourced and funded to be able to deal with the construction implications of the high volume of development being built in the city at the moment. One objective of this work will be to improve efficiency and help reduce the type of incidents that you have described in your question".

26.22 Mark Strong asked the following supplementary question:

"Can't the council have a forward plan of all the works that are about to be done so that people know what is happening and they can then see and make comments in advance?"

26.23 On behalf of the Chair, the Executive Director, Economy, Environment & Culture provided the following reply:

“We can certainly look at a forward plan. One of the challenges is the dates of construction at particular sites is always subject to change. So, what I wouldn’t want to do is commit to preparing a plan which then takes a lot of resource to update. I’d rather us focus on reducing the number of incidents you have described. As the Chair has said, we are doing work within the Transport division to ensure we are appropriately resourced and part of that is about aiming to improve good practice”.

(iii) Climate Emergency

26.24 On behalf of Chris Todd, Mark Strong put the following question:

“The council declared a climate emergency at the start of this year, but since then there has been little action to make communities and businesses aware that this will make a big difference to what the council does and what the city will need to do. Without the absence of a clear message on the need to change there is a risk that people will continue to oppose projects which will help to reduce our carbon impact, such as Valley Gardens.

When will the Council set out a clear timetable for engagement with residents on this important subject?”

26.25 The Chair provided the following reply:

“We recognise that our current generation has to seriously address the issue of global climate change. To fail to confront this emergency would leave our families and children in a perilous position. Our local actions in and around the city will make a vital contribution to addressing this challenge.

That’s why the administration went into the recent election with a pledge to make Brighton & Hove carbon neutral by 2030. We are totally committed to delivering this target and to involving local people fully in planning and delivering actions to reduce our emissions.

Council officers have begun to develop a carbon reduction programme: pulling together details of the many projects that the Council is already engaged in; evaluating how far these schemes will go in reaching our carbon neutral by 2030 target; and looking at what new or revamped initiatives we will need in the coming years. This will be a high-profile programme.

This is a complex task and won’t be delivered overnight. However, we do recognise its urgency, and we’ve set up a Steering Group of elected members to oversee the work and an officer board to support actions and progress and ensure that it is done at pace. We aim to present a high-level plan to reach the 2030 carbon neutral target to Full Council in early 2020.

There are actions that the Council can take to reduce emissions and there are actions that other public bodies and businesses can take too. However, we won’t achieve our 2030 target without the active involvement of citizens. And we want to engage broadly to gain everyone’s buy – we need to reach out well beyond the people who are already committed to tackling the climate crisis.

That's why we will publish an engagement plan alongside the carbon reduction programme. This won't just be telling people what we're doing – we want to develop a deliberative process where we discuss the challenges of moving to carbon neutral with local people and communities, and where we jointly find solutions. We are committed to working with local organisations and campaigners to design plans for citizen engagement”.

(iv) Zone W Parking

26.26 Edward Gill put the following question:

“Lawrence Road residents pay for zone W parking which adjoins two zones of full-scheme R, namely Rutland Gardens and Modena Road.

We often park up to three streets away, while out-of-area workers park for free outside our homes up to 7pm.

The ETS report indicates third priority review during 2021, yet previous representations and petitions submitted by our ward councillor are not mentioned.

All the consultation work has already been done. Is the Chair prepared to make the simple switch from zone W to zone R during the next six months to provide us with an urgent remedy?”

26.27 The Chair provided the following reply:

“Thank you for your question and I do understand the concerns of residents in your area.

My understanding is that a deputation was presented by a prospective ward councillor to Full Council on 31st January 2019 which was then referred to this Committee on 19th March 2019. This deputation is referred to in the report under paragraphs 5.18 and 5.20 in the Parking Scheme priority timetable report being discussed later in the meeting. Officers did consider all the survey work undertaken and appreciate all the work the residents have undertaken. However, it is important to note the survey results were only based on 119 respondents when over 1,000 resident permits are issued in Zone W (Westbourne West).

It is important that the Council consults all the residents independently through an official consultation which would be reported back to this Committee.

During the later discussion it would be up to Committee members to determine the way forward on whether this replaces another scheme consultation on the timetable with others starting later”.

26.28 Edward Gill asked the following supplementary question:

“If that is the case, is the Chair prepared to insert an extra period of restricted hours into our existing zone W specification which could probably

deliver a similar remedy for the residents as a switch to zone R?

For example, 13:00 to 15:00 hours or how about, expanding existing time periods?”

26.29 On behalf of the Chair, the Head of Parking Services provided the following reply:

“Changes like that would change the parking scheme for all residents in the zone and would need a consultation as described earlier. Any change would need to be fully

consulted as part of the timetable and that is what is being discussed later on in the meeting”.

(C) DEPUTATIONS

(i) Warmdene Road Flooding

26.30 The Committee considered a deputation and Letter from Councillor Wares (agenda item 28(c)i) that requested action be taken by the council and Southern Water to address the causes of persistent flooding in the Warmdene Road area.

26.31 The Chair provided the following response:

“Thank you for letter and deputation and I am sorry to hear of your concerns. Officers from our City Transport office do meet with Southern Water to try to progress both long term improvements and to resolve short term matters such as agreed protocols following flooding and surcharging of the public sewers, cleaning of third-party land and the need to address environmental health concerns. Officers however advise me that there have been some difficulties in Southern Water progressing agreed actions following these Partnership meetings and I will ask the Assistant Director, City Transport to further liaise with his counterpart in Southern Water to reach agreement on protocols enabling the Council’s City Clean teams to recover their costs following any future surcharging of the sewers. There is no surface water or rain water sewer in Warmdene Road. Instead, the local Highway drainage system serving Warmdene Road consists of gullies connected to soakaways and the Highway drainage system is adequate to cater for rain landing on the Highway but is unable to cater with severe flooding and overspill from third party land further upstream. For the Committee’s benefit, Highway soakaways collect the surface water from the Highway and this water permeates over time into the ground. The prevailing local geology, highly permeable chalk, means that soakaways are an effective means dealing with Highway drainage though, again it must be reiterated that the Highway drainage system cannot cater for flooding and is not designed for extreme weather events, which are becoming more frequent and is attributed to climate change. The Highway soakaways do gradually fill with silt and detritus and when completely full this reduces their limited storage capacity. Silting of a typical Highway soakaway builds up very slowly and over several years, if not more. The Highway soakaways serving Warmdene Road are regularly emptied, cleaned and inspected to ensure they are fully functional. Emptying, cleansing and inspecting more frequently than necessary is of course not a good use of the very limited Highway maintenance resources however given local concerns the Highway soakaways serving the gullies in Warmdene Road are emptied, cleaned and inspected more frequently. The soakaways are currently being cleaned every two years. The soakaways were emptied in October 2017. They were again emptied in May 2019. The soakaways are again being emptied this week and this exercise will provide a set of information as to the effect of flooding on silt and detritus being washed into the soakaways after recent flooding. Recent inspection found the soakaways to be in good condition and without any defect. The Highway soakaways serving Warmdene Road will continue to be given a high level of attention given local concerns.

It is worthwhile reiterating that the local Highway drainage system in Warmdene Road does not discharge into Southern Water sewers and that is Southern Water sewers which contain foul water or sewage that are surcharging onto the Highway in extreme rain conditions. It is Southern Waters responsibility to deal with flooding from any sewer. Brighton and Hove City Council as a Lead Local Flood Authority have developed local policies and plans to manage the risk of flooding in the City. Ultimately, the topography of the City creates a high level of flood risk and part of long-term mitigation is working in partnership with Southern Water.

Southern Water are developing their Drainage Area Plan however this is not a public document as it includes commercially sensitive information. It is therefore difficult for officers to advise on potential improvements and associated timescales on Southern Waters network without this information. This places a greater importance on a working partnership with Southern Water.

Brighton and Hove City Council, in its capacity as Lead Local Flood Authority, is in the process of installing property protection measures to vulnerable residential properties in Warmdene Road to help prevent flood water entering homes. These measures include flood barriers and changes to the buildings, which once installed will be the responsibility of the property owners. This of course does not prevent flooding but does help mitigate the risk of damage and helps prevent the ingress of contaminated flood water into residents' homes.

There are no plans to construct any flood mitigation measures that would intentionally divert contaminated water from Warmdene Road on to the playing fields at Patcham High School.

The Lead Local Flood Authority has been consulted on the development on the playing fields on Patcham High School and has sought planning conditions requiring the applicants to demonstrate the development will be able to cope with any increase in surface water run-off. Details of an appropriate surface water drainage system will need to be submitted to planning discharge the condition.

I will be asking the Assistant Director to write a letter to Southern Water to seek assurances that they will respond quickly to flooding events in Warmdene Road and to establish a working protocol that residents can engage with".

26.32 Councillor Wares stated that collective pressure might increase the chances of a response from Southern Water. Councillor Wares suggested that cleaning of drains may be more effective before expected flooding events rather than subsequent to. Councillor Wares stated that residents did not know who to contact in incidents of flooding and one contact number would help enormously.

26.33 The Chair stated that the problem was the responsibility of Southern Water and the letter she would send would be robust and ask for a contact telephone number.

26.34 **RESOLVED-** That the committee note the deputation and Letter.

27 ITEMS REFERRED FROM COUNCIL

(A) PETITIONS

(i) Closure of Temple Street to non-residential traffic

- 27.1 The Committee considered a petition referred from the meeting of Full Council held on 25 July 2019 and signed by 159 people requesting the council close Temple Street to non-residential traffic.
- 27.2 As ward councillor for the area, Councillor DrUITT spoke to the petition stating that the road was very narrow and speeding traffic caused safety concerns. Furthermore, residents suffered from a high level of noise and pollution due to traffic taking rat runs to avoid the junction at Montpellier Road.

- 27.3 The Chair provided the following response:

“Thank you for your petition and all the detailed information sent to myself and the other committee members in the run up to this meeting. Thank you too for meeting with me yesterday, it was very useful to hear of your concerns.

Temple Street is located within the city centre that has to accommodate various demands placed on its road network and in particular, residential roads.

I do understand the real concerns that the residents have in relation to the use of side roads as routes where drivers can avoid busy junctions.

The challenge with these concerns is that while it seems a sensible approach to close certain roads, any major change such as a road closure would have to be considered very, very carefully, particularly in relation to the impact of displaced traffic to nearby streets and there would need to be full consultation across the wider area.

This is why any request such as this would require feedback and consultation from a much larger area study. However, with the limited resources available it is necessary to prioritise those resources toward areas where the highest number of crashes are occurring and so this is where scarce funds are targeted.

Regrettably for this reason a scheme for Temple Street would be a low priority at this time. However, after listening to the residents’ concerns and taking advice from officers it may be possible to reverse the flow of the road so that cars can no longer use it as a rat run up from Western Road. This would require the advertisement of a Traffic Regulation Order and I can confirm that this will be taken forward as soon as possible to tackle residents’ concerns. I have also asked officers to contact the Police asking that enforcement be undertaken”

- 27.4 On behalf of the Green Group, Councillor Lloyd moved the following motion:

2.1 That the Environment, Transport and Sustainability committee calls for an officer report setting out how best to support residents of Temple Street with their request, including the level of resources required for analysing and prioritising the concerns of Temple Street residents, and to analyse the resources required to ensure consideration of the impact on adjacent roads

- 27.5 Introducing the motion, Councillor Lloyd thanked residents and ward councillors for their work in bringing the matter to committee and suggested that any proposal that could be implemented may be an opportunity to create best practice for the city as a whole.
- 27.6 Councillor Heley formally seconded the motion.
- 27.7 Councillor Wares stated his support for the motion.

27.8 Councillor West formally seconded the motion and stated that the right solution needed to be found for residents and the proposal to reverse the current one-way system may inadvertently restrict cycle access.

27.9 The Chair put the motion to the vote which passed.

27.10 **RESOLVED-** That the Environment, Transport and Sustainability committee calls for an officer report setting out how best to support residents of Temple Street with their request, including the level of resources required for analysing and prioritising the concerns of Temple Street residents, and to analyse the resources required to ensure consideration of the impact on adjacent roads.

28 MEMBER INVOLVEMENT

(A) PETITIONS

(i) Controlled Parking Zones- Councillor Nield, Davis and Lloyd

28.1 The Committee considered a petition signed by 176 people requesting Brighton and Hove Council to consult residents in Withdean Road, Withdean Close, Blackthorn Close, Hazledene Meads, The Beeches, Wayland Avenue and Dyke Road Place as soon as possible on the introduction of a 'Light Touch' Controlled Parking Zone (CPZ) and extension of the existing 20mph speed limit through the length of Withdean Road.

28.2 The Chair provided the following response:

“Thank you for your petition and we do understand the concerns of residents in your area.

As you may be aware there is a report being presented to this Committee later in the meeting by officers on an updated parking scheme priority timetable.

During the later discussion it would be for the Committee to decide the way forward.

Whether this matter is considered when the Parking Scheme priority timetable is next updated or that an amendment to the report is proposed outlining that this consultation can be included and agreed in the proposed timetable as an additional scheme starting in early 2022 following the work listed, or that this replaces another scheme consultation on the timetable with others starting later.

In regard to speed limits, in 2013, the Council consulted residents in the Dyke Road East area on the introduction of a 20mph limit.

The outcome of the consultation showed a north-south divide in support and therefore a reduction in the speed limit to 20mph was only recommended and approved at the western end of Tongdean Lane, Wayland Avenue, and all roads south of Wayland Avenue.

The council committed a considerable amount of time and resources to conduct the city-wide consultation of speed limits and there are no current plans to revisit areas that did not support the scheme in the first instance”.

28.3 Councillor Davis stated his support for his ward residents noting that displacement from CPZ's was again a factor affecting residents.

28.4 **RESOLVED-** That the committee note the petition.

(B) WRITTEN QUESTIONS**(i) Food Waste Trial**

28.5 Councillor Wares put the following question:

“Will the food waste trial use diesel vehicles to transport the waste to the anaerobic digester in Basingstoke to create electricity? If so, please can the Chair confirm how the treatment of food waste in Basingstoke offsets the additional carbon pollution produced by the vehicles compared to burning the waste in Newhaven?”.

28.6 The Chair provided the following reply:

“Anaerobic digestion produces 225kg less carbon per ton of food waste than incineration.

The average CO2 footprint of a heavy goods vehicle is 1kg of carbon per mile.

The difference in distance between Newhaven and Basingstoke from Brighton is 70 miles; 25 tons of food waste is transported on each journey.

This means 70kg of CO2 is produced per 25 tons of food waste transported.

The calculation is:

- 25 (tons per load) x 225 (carbon saving) = 5625 tons of carbon saved per load
- 5625 (tons of carbon saved per load) – 70 (carbon cost to transport to Basingstoke) = 5555 net tons of carbon saved per load
- 5555 (net tons of carbon saved per load) / 25 (tons of food waste transported in each load) = 222.2
- Therefore, the CO2 saving per 1 ton of food waste, after transportation, is 222.2kg when compared to incineration

Another benefit is that anaerobic digestion produces a nutrient rich bio-fertiliser which is used locally to the anaerobic digestion plant for growing crops and obviates the production and use of fossil-fuel derived fertilisers, giving further carbon savings”.

(ii) Hourbike

28.7 Councillor Wares put the following question:

“Please can the Chair confirm that Hourbike’s profit share debt to the City has now been paid?”

28.8 The Chair provided the following reply:

“Officers have accepted a repayment schedule from the Bikeshare operators (Hourbike) which will ensure an outstanding surplus share debt for the year 31 January 2018– 30 January 2019 will be fully repaid within the full term of the current contract.

This Accounting period represents the second full accounting year of operation and the first in which a surplus was generated. The original business model is currently undergoing revision via a detailed auditing process undertaken by the Contract and Supply team to ensure we have equitable and responsive business model going

forward. The November 2015 ETS has previously approved a commitment by the Council to reinvest 100% of any entire surplus share back into the scheme”.

28.9 Councillor Wares asked the following supplementary question:

“Can you confirm that in the recent tariff changes was part of making the scheme financially viable under the model which it currently operates? I think it would be appropriate for a report to come back to this committee, so we can look at what’s gone on, why we’ve got there and what we need to do. If we want to make this a sustainable project, I think we’ve got to understand all this, so we can make this project work”.

28.10 The Chair provided the following reply:

“I agree, we do need a report”.

(iii) Bikeshare Scheme

28.11 Councillor Wares put the following question:

“The council recently spent hundreds of thousands of pounds on buying electric ready bikes for the bike share scheme. Please can the Chair confirm when they will be fully operational?”

28.12 The Chair provided the following reply:

“In March 2018, 120 E-bike ready bikes were purchased for £180,000 from JUMP Cycles, the U.S supplier of the original fleet of 450 bikes. The company was acquired by UBER in April 2018. Due to an administrative error on JUMP’s part, the order was not confirmed with their suppliers until September 2018. Decisions by the new parent company on the shipping and assembly of JUMP bikes created further delays and meant the bikes were not fully deployed until May 2019.

During the delay, Jump announced a decision to withdraw the option to retrofit electric motors in their ‘e-bike ready’ models. The council regrets this decision, which was not announced before the order was finally confirmed but believes the extra 120 bikes in their pedal powered form have greatly enhanced the scheme. A larger fleet of 570 bikes has allowed the operator to extend the original total of 50 hubs to 69.

Proposals for an electric bike trial as part of the BTNBikeshare scheme are being prepared. The use of JUMP E-bikes is now less likely as these are currently only made available for schemes where JUMP is the operator”.

28.13 Councillor Wares asked the following supplementary question:

“How much more have we paid that we won’t get the benefit of and are we going to do anything about recovering that extra cost if that’s the case? It does sound like we may have purchased something we can no longer use for the purpose it was purchased”.

28.14 The Chair provided the following reply:

“I made clear to your previous question that questions would be answered in the report and we can answer these questions in that same report”.

(iv) Bikeshare Scheme

28.15 Councillor Wares put the following question:

“As the bikes for the bikeshare scheme have been built in China and then transported over via Europe, can the Chair please confirm how many miles each bike must be cycled to offset the carbon footprint cost of manufacturing in China and transportation?”

28.16 The Chair provided the following reply:

“The current fleet of pedal bikes were assembled in the EU using frames and components from several countries including China and the USA. This is not an unusual supply chain model for bicycle manufacturers and is common across many industries in the UK and elsewhere. In 2018 the UK also exported £0.5 Billion worth of scrap metal to China, including steel and aluminum which can be used to build bike frames. It has not been possible to calculate an average carbon footprint of each bikeshare bike. A 2016 Study by the European Cyclists’ Federation suggested the manufacturing and fuel carbon footprints of pedal cycles were around one tenth of those of the average car. Shipping emissions in 2015 were around 3% of the EU total CO2 emissions in 2015 while motorised road transport accounted for 17.2%. By the end of August 2019, BTN Bikeshare had registered 98,922 subscribers, who made 763,552 trips, cycling a total distance of 1,513,469 miles. This equates to 2655 miles for each bike in the fleet of 570, though the original 450 bikes have obviously travelled further than the 120 bikes added later”.

28.17 Councillor Wares asked the following supplementary question:

“Perhaps you could explain that having declared a climate emergency and now we promote children to strike from school, why the administration buy products from the very countries people are protesting about?”

28.18 The Chair provided the following reply:

“A 2016 Study by the European Cyclists’ Federation suggested the manufacturing and fuel carbon footprints of pedal cycles were around one tenth of those of the average car. So even taking account of what you set out, it is still a better, more sustainable method of transport than the car”.

(v) Hollingdean Depot

28.19 Councillor Wares put the following question:

“No doubt the fire at the Hollingdean depot had an impact on the massive delays and missed refuse and recycling collections throughout the City. Although recent advice also blames rubbish caught up in the mechanisms of vehicles apparently designed to transport rubbish and sudden staff shortages through sickness that suggests deeper problems. We are approaching half way through the modernisation programme. Please will the Chair give a date by when this misery of missed refuse and recycling will end and promise to meet that date no matter what?”

28.20 The Chair provided the following reply:

“The complexity of the problems at Cityclean cannot be underestimated and therefore will take some time to work through. Consequently, it is not possible to give a fixed date of when the service will be fully functional. The work being undertaken through the Modernisation Programme actively works towards this, particularly through the round changes. These round changes need to be identified and implemented to ensure fair distribution of work and ensure all work is collected on time across the city. This work has started and will take a number of months.

There have been a number of issues with collections over the last few weeks. The recent fire at Veolia’s Waste Transfer Station at Hollingdean on 25 August had a huge effect on Cityclean’s ability to carry out a normal collection service. It meant drivers had to drive to Newhaven to drop off loads (a three hour round journey) or at the Hove Household Waste Recycling Site, with a one and a half hour wait, both depending on traffic. The Waste Transfer Station reopened on Monday 23 September. We are working hard to catch up and we apologise for the inconvenience and disruption.

Added to this, there was also a higher than normal spate of vehicle breakdowns, plus a high number of driver shortages caused by sudden and unexpected sickness, at a time when there have been vacancies and the summer break. Measures introduced to improve service reliability include:

- Investigations into the reasons for the vehicle breakdown, which appears due to a build-up of rubbish underneath the compactor. Measures have been put in place to address this to prevent it happening in the future.
- Recruitment to the vacant Driver and Collection Operative posts
- Services of a specialist agency to help provide emergency cover when required
- Introduction of Driver de-briefs at the end of each shift to improve communication relating to missed work.
- Introduction of a rapid response team to collect missed work and help identify root cause. This started on 23 September and has had a significant impact.

28.21 Councillor Wares asked the following supplementary question:

“At the very least, we hope it would be possible that the current backlog we have, surely it is possible to say whether it will be resolved in the next few days or few weeks. Give us hope that the backlog we are suffering from will end in the near future”.

28.22 On behalf of the Chair, the Assistant Director, City Environmental Management provided the following reply:

“It has been really difficult, and I know the extent to which it has impacted upon residents and councillors. We have 48 rounds going out every day and three to four hours where they would normally be collecting added on. It has been very significant. This weekend, we have really caught up and this week, we’re on the last areas of trying to catch up. I would expect by next week we will be back to a normal level than we have been experiencing in recent weeks”

(vi) Environmental Enforcement

28.23 Councillor Wares put the following question:

“Since the “litter cop” service was brought in-house in March please can the Chair advise, by each month, how many enforcement officers were employed specifically excluding supervisors and managers?”

28.24 The Chair provided the following reply:

“Since the service was brought in house in March 2019, no further permanent recruitment has taken place due to existing staff that were transferred across under TUPE from 3GS.

The service has tried to recruit temporary staff through agencies but this hasn't been successful.

The service is currently going through a restructure that will enable us to recruit and increase staffing levels significantly and to ensure maximum coverage across the city.

The number of Environmental Enforcement Officers employed each month is:

March = 5

April = 4

May = 4

June = 3

July = 3

August = 3

September = 3

Please note these figures do include a working supervisor who patrols and issues FPNs. The new structure has five Environmental Enforcement Officers, a Senior Environmental Enforcement Officers and an Environmental Enforcement Manager. Three Environmental Enforcement Officers posts are now being advertised.

The Environmental Enforcement Team is covering the costs of the service through enforcement activity.

28.25 Councillor Wares asked the following supplementary question:

“Three enforcement officers for the entire city. We have a benchmark- do you think this is a good transition since we brought it in-house in March? We have now only two officers excluding supervisors patrolling the entire city. And is that not one of the reasons that in some areas of the city it is absolutely filthy”.

28.26 The Chair provided the following reply:

“Members weren't happy with the previous service, so we are glad it has been brought in-house. We hope the service improves and improves and with the recruitment we are hoping to do it should be made a lot better”.

(vii) Flyposting

28.27 Councillor Wares put the following question:

“Please could the Chair, whilst agreeing that fly posting is a blight on our city, advise what measures are being taken to deal with the culprits”

28.28 The Chair provided the following reply:

“In line with the legislation used by the Council, Environmental Enforcement Officers are only able to issue a Fixed Penalty Notice if a person is witnessed committing the offence directly in front of them”.

28.29 Councillor Wares asked the following supplementary question:

“However well intended the World Transformed Labour Party event was, will you condemn the flyposting by that group during the Labour Party conference and will you please communicate to your colleagues that in future, you would not wish to see participants in any conference flyposting across our city?”

28.30 The Chair provided the following reply:

“If I had a channel up to participants in the World Transformed, I would certainly put that to them, but I don’t. I certainly do not like flyposting whoever does it and wherever it comes from”.

(viii) Changing the name of the ET&S Committee

28.31 Councillor Heley put the following question:

“Considering that the council has declared a climate emergency, the name of this committee should reflect the work that it must undertake to address the climate emergency and to achieve a carbon neutral city by 2030. The word ‘sustainability’ suggests that we can keep things as they are therefore does not reflect the urgency of the climate crisis. Would the chair consider changing the name of this committee to reflect that, for example to “Environment, Transport and Climate Emergency?”

28.32 The Chair provided the following reply:

“The names and functions of Council Committees are agreed by full Council. This Committee does not have the legal power to changes its own name or its delegated functions.

If Members wish to propose changes to the name of a Committee, they can raise this through their representative at the Constitutional Working Group. Proposals which are supported by the Constitutional Working Group will then be reported to P&R and full Council for agreement. The next Constitutional Working Group is intended to take place before the end of October 2019”.

28.33 Councillor Heley asked the following supplementary question:

“I’m dismayed that this agenda does not include anything on the climate emergency specifically, so I’d also like to formally request that the Chair include a standing item on that subject for every agenda to come so that members of this committee and the public can receive a regular update on what is planned in relation to the climate emergency”.

28.34 The Chair provided the following reply:

“There is a meeting scheduled tomorrow with members of your group on climate emergency and how that is taken forward so this will be discussed then”.

(ix) Youth Strike for Climate

28.35 Councillor Heley put the following question:

“The Global Strike for climate on the 20th of September was the biggest climate protest history has ever seen. At home in Brighton and Hove, an incredible 10,000 people took to the streets to demand radical climate action. Would the chair agree to arrange a meeting with myself and the climate? strikers, to discuss their demands, and see how they can be involved in the Environment, Transport and Sustainability Committee going forward?”

28.36 The Chair provided the following reply:

“The recent Policy & Resources Urgency Sub-Committee of 12th September considered a report on Youth Strikes and Climate Action. The report outlined, and Members agreed a process for supporting young people, parents and Council staff engaged in Climate Strikes alongside the respective roles and responsibilities of the Council, Emergency Services and Schools”.

28.37 Councillor Heley asked the following supplementary question:

“Can I confirm that you would like to arrange a meeting in an ETS capacity and also, I understand there is a process where we can co-opt external stakeholders as representatives on this committee, and I wonder if there would be the possibility of inviting climate activists to observe and feed into the decision-making process?”

28.38 The Chair provided the following reply:

“I’ve been advised that that is a consideration for the Constitutional Working Group so please refer it to them”

(x) Car Free Day

28.39 Councillor Heley put the following question:

“As we all know, Brighton and Hove City Council did not hold a car free day this year. Events in London and Hastings, for example, prove what an amazing opportunity car free day is to demonstrate the benefits of active travel and cleaner air as a result of road closures. It was great to see Extinction Rebellion close part of the Old Steine to make their own car free day. When Leader of the council Nancy Platts was asked why Brighton and Hove council had not done anything for car free day, her answer was because the council were focussed on arrangements for the youth strike for climate a few days before, which is a different response to the one the Chair gave in the last meeting of this committee. Could the chair clarify the reasons that car free day did not go ahead, and join me in asking officers to start making arrangements for car free day 2020?”

28.40 The Chair provided the following reply:

“The recent report to the Policy & Resources Urgency Sub-Committee of 12th September on Youth Strikes and Climate Action outlined the current situation and potential to host Car Free Days in the City next year and in future.

Car Free Days are costly and do require a dedicated resource to plan and organise safely and effectively. The recent events put on by TfL in the capital cost over £1m with dedicated officers and over a year in planning. But we do appreciate the work Sadiq Khan has done in London which was important as London is the capital city, so road closures were helpful to draw attention.

I have asked for a report to the next ETS Committee where we will consider how to programme and fund a Car Free Day Event next year and in future to coincide with European Mobility Week and other opportunities including Clean Air Day”.

28.41 Councillor Heley asked the following supplementary question:

“I don’t feel like you have directly answered the question so if you could directly answer my question”

28.42 The Chair provided the following reply:

“Yes, we did. I may have gone too fast, but I said I’ve asked for a report to the next ETS Committee so that does answer your question”

(C) Members Letters

(ii) Patcham Peace Gardens

28.43 The Committee considered a Letter from the Patcham ward councillors noting the anti-social behaviour committed in Patcham Peace Gardens and requesting that broken trees be replaced and CCTV be installed to deter vandalism and theft.

28.44 The Chair provided the following response:

“I appreciate the effort that volunteers put into the City’s parks and also the generosity of residents who donate trees to our parks and how upsetting it must be to see your work/donation vandalised. Although we do not guarantee to replace vandalised trees that are donated we generally do so. Cityparks have already arranged replacement of one donation Prunus from the sunken area that was snapped off for this winter and if another donation tree has subsequently been broken off they will replace this as well. The Council receive numerous requests for CCTV. Installation of CCTV at Patcham Peace garden would require a change to our CCTV policy as well as a Data Protection Impact Assessment to ensure that privacy risks are mitigated and is not something that Cityparks could deal with in isolation”.

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

(iii) Ultra Low Emission Zone

28.46 The Committee considered a Letter from Councillors Heley, Davis, Lloyd and West requesting a report to the next committee meeting setting out options for Brighton & Hove to adopt an Ultra Low Emission Zone and or congestion charge.

28.47 The Chair provided the following response:

“The bus Low Emission Zone was introduced in January 2015 and required all buses in the zone to be Euro 5 emissions standard as a minimum by January 2020.

This target was achieved a year early and June 2018 ETS Committee agreed to introduce a new bus Ultra Low Emission Zone. This requires all buses operating in the zone to be minimum Euro 6, the highest emission standard, by October 2024. As you explain in your letter air quality in the zone is improving. Brighton and Hove Buses recently announced a further investment of almost £10m in 30 new extended range electric buses which were delivered last month. They will operate in zero emissions mode whilst in the Ultra Low Emission Zone.

Other cities, such as Birmingham and Leeds have been consulting over the past few years on plans to introduce temporary Clean Air Zones, as required by central government. These set minimum emissions standards for different types of vehicles such as taxis and private vehicles to improve air quality. This is clearly a major policy decision with resource implications and I have asked officers to report back to ETS Committee at the earliest opportunity in 2020 on the powers available to the council to extend minimum emission standards to other types of vehicles and beyond the current boundary of the Ultra Low Emission Zone”.

28.48 **RESOLVED-** That the committee receive a report on the matter at the earliest available opportunity.

(iv) Wheelie Bins

28.49 The committee considered a Letter from Councillor Ebel requesting it consider options to improve the situation of wheelie bins being positioned and left on pavements to improve access for pedestrians and those with mobility access issues.

28.50 The Chair provided the following response:

“Brighton & Hove City Council can issue Fixed Penalty Notices (FPNs) under Section 46A of the Environmental Protection Act 1990 to householders not complying with waste receptacle requirements. To do this, the Environmental Enforcement Framework will need to be updated to include this offence and presented to a future Environment, Transport & Sustainability Committee meeting for approval. Environmental Enforcement Officers can then issue FPNs as per government guidance.

It is correct that householders are written to where issues regarding bins on the pavement have been raised. We also have the option to send an Environmental Enforcement Officer to the property to have an informal conversation with the householder. We can also explore options around improving communication to residents on this issue.

Through the Recycling Wheelie Bin Project, Cityclean has visited all roads in the city to determine which type of containment is appropriate; either a wheelie bin, a box or a

communal bin. A set of criteria has been used, which picks up the issues Councillor Ebel raises. For example:

- Each property in a street must have enough room to store the bin – either on their own property or on the pavement
- The pavement must be wide enough for pedestrians, wheelchairs, buggies etc. to pass when the bin is on the pavement
- The pavement cannot be sloped
- A property cannot have too many steps
- The road must be accessible for the relevant truck

Based on this piece of work (as well as other projects), today's City Environment Modernisation Update report is seeking changes to the communal bin system as it has been identified that some roads are more suited to communal bins. Implementing communal bins in areas where households do not have enough room to store a bin on their property or on the pavement will address the issues you have identified".

28.51 **RESOLVED-** That the committee note the Letter.

The meeting was adjourned at 18:35pm and reconvened at 18:45pm

29 MEMBER TASK AND FINISH GROUPS' TERMS OF REFERENCE

- 29.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the Terms of Reference (ToR) for three Member Task and Finish Groups following agreement by the committee to establish the Groups at its meeting in June 2019.
- 29.2 Councillor West asked if the stakeholders for the respective groups would be appointed ahead of their first meetings and how many representatives would attend the Stanmer Park group. Councillor West noted that the meeting frequency for the Stanmer Park Group was every three months and asked if that was regular enough.
- 29.3 The Executive Director, Economy, Environment & Culture confirmed that the CEO of the South Downs National Park Authority (SDNPA) had confirmed that they were content with the proposed number of representatives. The Executive Director, Economy, Environment & Culture stated that a balance on the frequency of meetings was required to ensure that momentum was carried but also that sufficient time was given for officers to undertake the work on the project. The Executive Director, Economy, Environment & Culture supplemented that Members could review the meeting frequency should the regularity been deemed insufficient or overly frequent.
- 29.4 Councillor Wares welcomed the report and expressed his hope that the stakeholder appointments would be appointed quickly and in a fair and balanced manner. Councillor Wares stated that he hoped a resident and or resident of Stanmer Village were invited to become a stakeholder on the relevant Task and Finish Group, not least because of the concern relating to the aborted relocation of the Cityparks Depot.

29.5 **RESOLVED-**

- 1) That the Committee agree the draft Terms of Reference for the Valley Gardens Member Task and Finish Group, as set out in Appendix 1 of this report.
- 2) That the Committee agree the draft Terms of Reference for the Local Cycling and Walking Infrastructure Plan [LCWIP] Member Task and Finish Group, as set out in Appendix 2 of this report.
- 3) That the Committee agree the draft Terms of Reference for the Stanmer Park Restoration Project Member Task and Finish Group, as set out in Appendix 3 of this report.

30 PARKING ANNUAL REPORT 2018-19

30.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that requested approval of the publication of the Parking Annual Report 2018-19 for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.

30.2 On behalf of the Green Group, Councillor West moved a motion to add a recommendation 2.3 and 2.4 as shown in bold italics below:

2.3. That committee requests a report to committee considering the proposal to significantly increase the provision of on-street cycle parking;

2.4. That committee requests that the Assistant Director, City Transport considers inclusion of provision in the annual fees and charges report for the introduction of emissions related variable on-street and off-street car parking tariffs through pay-by-phone

30.3 Introducing the motion, Councillor West stated that the level of on-street cycle parking provision in the city was insufficient and urgently needed review. Furthermore, a variable rate of parking charges relating to emissions was achievable as the pay-by-phone system identified the car type and model via the licence plate.

30.4 Councillor Davis formally seconded the motion.

30.5 In reference to paragraph 5.1, Councillor Wares asked who the local parking special interest groups were.

30.6 The Parking Strategy & Contracts Manager clarified that these were Local Action Teams and the Chamber of Commerce.

30.7 Councillor Wares stated that he supported the Green Group motion. Councillor Wares noted that parking surplus continued to grow year on year and he believed that at some point, the council should look toward reducing permit charges for some groups such as business and trader groups and teachers and carers.

- 30.8 The Parking Strategy & Contracts Manager replied that such a proposal could be examined as part of the annual Fees & Charges report.
- 30.9 Councillor West observed that the council's objective of reducing emissions and air pollution by promoting more sustainable methods of transport would represent a challenge in the near future as this would reduce parking income and solutions to that gap needed to be considered.
- 30.10 Councillor Moonan commended the report that was open and transparent about the council's approach to parking. Councillor Moonan stated that the Administration cared passionately about achieving carbon neutrality and part of that process would be to disincentivise travel by car. Councillor Moonan stated that consideration should be given to borrowing capital to make the step change required.
- 30.11 The Chair then put the motion to the vote that passed.

30.12 The Chair then put the recommendations as amended to the vote that were agreed.

30.13 **RESOLVED-**

- 1) That the Committee endorses the publication of the Parking Annual Report for 2018/19 under the provisions of the Traffic Management Act 2004.
- 2) That the Committee authorises the Head of Parking to produce and publish the report, which will be made available on the Council's website and to stakeholders.
- 3) That committee requests a report to committee considering the proposal to significantly increase the provision of on-street cycle parking;
- 4) That committee requests that the Assistant Director, City Transport considers inclusion of provision in the annual fees and charges report for the introduction of emissions related variable on-street and off-street car parking tariffs through pay-by-phone

31 OFF-STREET CAR PARK AND TRAFFIC CONTROL CENTRE EQUIPMENT REPLACEMENT

- 31.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that sought approval for the procurement of a contract for the provision and installation of car park and Traffic Control Centre equipment and associated support systems and maintenance. This was to replace the current contract and allow for the provision and installation of new equipment in 5 council owned car parks.
- 31.2 Councillor Wares observed that the report identified parking charges as a crucial income source, yet it was recognised that levels of car ownership needed to decline to meet carbon neutrality by 2030. Councillor Wares stated it was likely these two issues would come into conflict in the near future.
- 31.3 Councillor Moonan asked why equipment was being replaced at only four car parks.

31.4 The Traffic Control Centre Manager clarified that the contract related to pay on foot equipment and other car parks, such as Norton Road car park used pay and display equipment.

31.5 **RESOLVED-** That the Environment, Transport & Sustainability Committee:

- 1) Grants delegated authority to the Executive Director, Economy, Environment & Culture to:
 - (i) Procure and award a contract for the provision and installation of car park and Traffic Control Centre equipment and associated support systems and maintenance with a term of five (5) years and the option to extend for up to a further two years;
 - (ii) Grant the optional extension to the contract referred to in 2.1(i) subject to satisfactory performance of the contractor.

32 ELECTRIC VEHICLE CHARGE POINT ROLL OUT

32.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on progress with expanding the electric vehicle charge point infrastructure to meet the needs of residents and visitors. This report outlines recent successful awards from the Office for Low Emissions Vehicles (OLEV) and Innovate UK as well as the progress of the projects arising from that funding.

32.2 Councillor West expressed his concern relating to the potential loss of pavement space and obstruction relating to the roll out of electrical vehicle charge points. Councillor West asked for confirmation that areas of the city with heritage lampposts would be unable to have charge points installed. Further, Councillor West asked if there would be dedicated parking spaces next to lampposts for electrical vehicle users and for assurance that the technology to be used has been assessed for future proofing.

32.3 The Parking Strategy & Contracts Manager explained that it was proposed to install 31 exclusive electric vehicle bays initially and this would be in the context of an estimated 430 electrical vehicles in the city. Use of those bays would be monitored and the number increased as levels of ownership of electric vehicles rose. There would be 170 advisory parking bays that would be monitored and converted to exclusive electric vehicle parking bays as demand increased. The Parking Strategy & Contracts Manager explained that heritage and some cast iron lampposts had been ruled out as charge points as well as lampposts a significant distance from the road to avoid obstruction. The Parking Strategy & Contracts Manager explained that it was likely that by the end of the contract newer technology would be available however, it was deemed necessary to go ahead and meet the change.

32.4 Councillor Wares asked for clarification that this was the lamppost locations not taxi charging points as consultation on the latter with the taxi trade was a must. In relation to potential abuse of occupation of a parking bay, Councillor Wares asked if there would be a parking charge increase after a specific period to act as a deterrent. Furthermore, Councillor Wares noted that the electrical charging point was an emerging market with new businesses and asked for assurance that the concession partner would be paying for electricity use so as to minimise the financial risk to the council.

- 32.5 The Parking Strategy & Contracts Manager explained that recommendation did refer to taxi hubs however, the taxi trade had been fully consulted on the proposals and had suggested a number of alternative sites and they would be first-choice in the event a charging point needed to be moved. Options to limit turnover were being considered with a potential option being text alert service followed by a penalty charge if the vehicle was not removed after a period of time. The Parking Strategy & Contracts Manager clarified that the concession partner would be responsibility for payment of the electricity used as part of the contract.
- 32.6 Councillor West observed that the proposal was a useful step but not part of the solution to carbon neutrality and climate change. Furthermore, even with electric cars, there would still be congestion and still be road safety issues.
- 32.7 Councillor Wares stated that on the basis of the advice received, he was uncomfortable with agreeing to recommendation 2.5 as the taxi trade should be consulted on any relocation of electric vehicle charge points.
- 32.8 The Executive Director, Economy, Environment & Culture clarified that the taxi trade would certainly be consulted on any proposed relocation of an electric charge point and it was absolutely essential to the council that the trade were happy with the locations established.
- 32.9 Councillor Wares moved a motion to amend recommendation 2.5 as shown in bold italics below:
- 2.5 Delegates authority to the Executive Director Economy, Environment & Culture to change the proposed location of chargepoints should site surveys indicate that they are unsuitable, following consultation with the Chair and the relevant ward councillors ***and taxi trade.***
- 32.10 Councillor Brown formally seconded the motion.
- 32.11 Councillor Moonan welcomed the report that was part of a movement toward carbon neutrality and overall journey toward more sustainable forms and use of transport.
- 32.12 The Chair then put the motion to the vote that passed.
- 32.13 The Chair then put the recommendations, as amended, to the vote that were agreed.
- 32.14 **RESOLVED-** That the Committee:
- 1) Notes the award of the concession contract for the provision, installation and maintenance of electric vehicle charge points.
 - 2) Notes the contents of the report and the risks identified during the procurement process which are set out in this report at paragraph 7.7
 - 3) Notes the successful bid submitted in November 2018 to OLEV for £468,000 for rapid taxi charging hubs and delegates authority to the Executive Director Economy,

Environment & Culture to use this funding to require the successful bidder to install these charge points.

- 4) Notes the outcome of the taxi trade survey on potential sites for the rapid charging hubs and agrees to their installation at the 4 identified sites.
- 5) Delegates authority to the Executive Director Economy, Environment & Culture to change the proposed location of chargepoints should site surveys indicate that they are unsuitable, following consultation with the Chair and the relevant ward councillors and taxi trade.
- 6) Notes the award of £86,265 research funding from Innovate UK for a trial of the use of smart network extenders to expand the charge point infrastructure and delegates authority to the Director Economy, Environment & Culture to use this funding to procure and install chargepoints in line with the Innovate UK award conditions.

33 PARKING SCHEME UPDATE REPORT

- 33.1 **RESOLVED-** That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage to advertise the Traffic Regulation Orders for;
- i) The top triangle area (not including Queens Park Road)
 - ii) Freshfield Street and Queens Park Rise

34 PARKING SCHEME PRIORITY TIMETABLE

- 34.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that sought approval for a list of priorities for new parking schemes and reviews which would be incorporated into the updated parking scheme priority timetable.
- 34.2 Councillor Brown stated that she welcomed the introduction of Zone P in part of the Hove Park ward but noted this had cause displacement in the Goldstone Valley area and disruption to the 21 bus service and therefore, she was hopeful for the introduction of additional double yellow lines in that area. In reference to paragraph 5.17, Councillor Brown stated that she had great concern for the potential introduction of pay and display bays in the zone and that was a concern shared by residents.
- 34.3 The Head of Parking Services explained that double yellow lines would be introduced in the vicinity of Goldstone Valley and also in Hazledene Meads. In relation to any changes to the Hove Park scheme, the proposed timetable recommended a review at the end of 2020 that would give significant time to analyse the results of the introduction and residents would be consulted on any changes and those views would be reported to the committee.
- 34.4 Councillor Heley asked if Zone J could be brought forward in the timetable as there were significant parking issues in the area and residents would welcome an earlier consultation.

- 34.5 The Head of Parking Services answered that as outlined in Appendix B, Zone J was the top priority outlined. Commitments were already in place based on previous representations, particularly in the Surrenden Road area, Coombe Road and South Portslade. Should Zone J be brought forward in the timetable, this would cause other schemes to be delayed that would likely cause distress and concern to residents in those area.
- 34.6 Councillor Wares stated that no resident wished to live in a controlled parking zone however, the issue was forced upon them by constant displacement. This was a situation that would only get worse as pockets of areas without parking controls were made. Councillor Wares stated that a wholesale review of parking in the city was required and LTP5 should look at that matter as an entire subject.
- 34.7 Councillor West agreed with the proposal made by Councillor Wares adding that consideration needed to be given to a different approach than the one in place.
- 34.8 **RESOLVED-** That the committee agrees to the list of priorities for new parking schemes / reviews (Appendix B) which are incorporated into the updated parking scheme priority timetable outlined in Appendix C.

35 ELM DRIVE/ROWAN AVENUE TRO

- 35.1 **RESOLVED-** That the Committee, having taken account of all duly made representations, approves as advertised the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2018 Amendment Order No.* 201* (TRO-4-2019)

36 CITY ENVIRONMENT MODERNISATION UPDATE

- 36.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on the City Environment Modernisation Programme and also presented the results from the consultation and sought approval for the introduction of a communal recycling scheme for Lewes Road Triangle, as well as further changes and improvements to the existing communal refuse and recycling scheme.
- 36.2 Councillor Heley asked for further information on the supplier of communal bins, based in Italy and recently put into administration. Further, Councillor Heley asked when a delivery of new bins was anticipated.
- 36.3 The Assistant Director, City Environment clarified that the communal bins collection system in the city was similar to that in Italy although almost unique in England and the council's UK supplier of bins had been put in administration. A timescale for the deliver of new bins was uncertain as there were legal issues to resolve although it was hoped a deliver would be made next month.
- 36.4 Councillor Wares stated that the report made a series of inaccurate observations and understatements and did not correctly reflect the enormous problems with refuse and recycling collection experienced in the city of late. Councillor Wares stated that the RAG system provided a picture of a modernisation process that was not meeting its progress targets and the committee needed absolute clarity on the date by which the current

issues would be resolved. Councillor Wares added that an urgent discussion was required on how the council dealt with the service in terms of contingencies, back up and bringing outside agencies in to adequately cover breakdowns in the service. Councillor Wares expressed his disappointment that once more, there was no reference to the potential industrial action, an issue that was ongoing.

- 36.5 In relation to paragraph 3.14, Councillor Davis asked for an update on the budget allocated for the end of term student recycling.
- 36.6 The Assistant Director, City Environment explained that due to ongoing issues with the refuse and recycling service, not a great deal of progress had been made with students although some work had been undertaken with students and flyers handed out at the recent freshers event. An option being considered was more active participation with students, potentially involving a student led education and awareness campaign.
- 36.7 Councillor Brown stated that she had some concern about expanding the communal bins collection area when there was so much disruption to the existing service. Councillor Brown added her concern that when bins were eventually emptied, the area around the bins was often left in a poor state with not all the rubbish collected.
- 36.8 The Assistant Director, City Environment explained that many of the problems encountered was due to being reliant on a very specific system and very specific equipment and proposals were being considered to bring in a more standardised system to alleviate that and reduce risk. The Assistant Director, City Environment explained that street crews had been sent out during the recent service disruption however, there was so much refuse that it was a significant challenge to collect it all. This issue would be one considered as part of the round restructure.
- 36.9 Councillor West stated that the problems being encountered were not new and was a political issue that needed to be resolved by the administration.
- 36.10 The Chair stated that the problems being encountered went further back than 2015 and the administration were making every effort to resolve them.
- 36.11 **RESOLVED-**
- 1) That the Committee notes the progress made through the City Environment Modernisation Programme.
 - 2) That the Committee approves the introduction of the communal recycling scheme in Lewes Road Triangle.
 - 3) That the Committee agrees, in principle, to the introduction of the new communal bin system.
 - 4) That the Committee agrees, in principle, to the expansion of the communal bin scheme.
- 37 ARBORICULTURE [TREE] STRATEGY PERMISSION TO GO TO PUBLIC CONSULTATION**

37.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that sought agreement to the implementation of a new inspection regime for the City's parks and open spaces trees and requested permission for the Arboriculturally Strategy to be put out for public consultation.

37.2 On behalf of the Green Group, Councillor West moved a motion to add a recommendation 2.3 as shown in bold italics below:

2.3 That committee requests that as part of the current review of the strategy, that officers be asked to:

- **provide more details within Tree Species Selection List (Appendix 4) on the climate change resilience and carbon capture potential of tree species identified;**
- **explore the potential for BHCC to contribute to appropriate forest restoration in the local area**

And that further, that this committee agrees to:

- **commission a report on the feasibility of the Council establishing a carbon reduction scheme, to enable local residents and businesses to invest in woodland planting, energy schemes and other local carbon reduction and carbon capturing projects**

37.3 Introducing the motion, Councillor West explained its intention was to ensure that the species of trees planted were disease resistant, that they could adapt to the changing conditions relating to climate change and made as big as possible contribution to reducing carbon. The second part of the motion related to a feasibility study of a carbon reduction scheme. Councillor West noted that tree planting on the Brighton Downland may not be appropriate due to the landscape sensitivity of this characteristically open downland. However, it was feasible new trees could be planted beyond the borough in the Weald.

37.4 Councillor Lloyd formally seconded the motion.

37.5 Councillor Wares commended the standard of the report and the detail of the widespread work ongoing and proposed in the city relating to the matter. Councillor Wares proposed that smaller trees be used on streets as they would be easier to maintain. In relation to page 2322 of the agenda, Councillor Wares queried the quote of £2,000 to plant a new tree.

37.6 The Head of Operations- Cityparks explained that this was a mean figure as the price varied dramatically from location to location with street trees specifically expensive to plant.

37.7 The Chair then put the motion to the vote that passed.

37.8 The Chair then put the recommendations, as amended to the vote that was agreed.

37.9 **RESOLVED-**

- 1) That the Committee agrees to the implementation of a new inspection regime for the City's parks and open spaces trees as set out in the strategy section 4.2 and appendix 2
- 2) That the Committee agrees that the attached strategy is put out for public consultation for all other aspects as set out in section 5, prior to returning the strategy to this committee for final approval and adoption.
- 3) That committee requests that as part of the current review of the strategy, that officers be asked to:
 - provide more details within Tree Species Selection List (Appendix 4) on the climate change resilience and carbon capture potential of tree species identified;
 - explore the potential for BHCC to contribute to appropriate forest restoration in the local area

And that further, that this committee agrees to:

- commission a report on the feasibility of the Council establishing a carbon reduction scheme, to enable local residents and businesses to invest in woodland planting, energy schemes and other local carbon reduction and carbon capturing projects

38 SELF MANAGEMENT OF SPORTS FACILITIES

38.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that sought approval for a grant of lease to two organisations to self-manage sports facilities at Hollingdean Park and Nevill Recreation Ground.

38.2 Councillor Brown stated that the Nevill Recreation Ground cricket club was one of the largest in Sussex and she hoped that the registered objection could be resolved.

38.3 RESOLVED-

- 1) That the Committee approves the grant of a lease for the football pitch at Hollingdean Park and delegates authority to the Executive Director, Economy, Environment and Culture to agree and execute lease terms.
- 2) That the Committee approves the grant of a lease for the football and cricket pitches, pavilion and facilities at Nevill Recreation Ground subject to the proposal receiving written support from the Sussex Sunday Football League and delegates authority to the Executive Director, Economy, Environment and Culture to agree and execute lease.

39 HOVE CEMETERY TOILETS

39.1 The Committee considered a report of the Executive Lead Officer, Strategy, Governance & Law that set out proposals for provision of a new gender neutral wheelchair accessible toilet facility in the grounds of Hove Cemetery, refurbishing an existing surplus building.

- 39.2 Councillor Brown stated her full support for the proposals adding that a wheelchair accessible facility was highly important at such a location.
- 39.3 Councillor Brennan stated her support for the proposals that reversed a closure in 2012 and would add to the council's social value.
- 39.4 Councillor West noted that the report stated that the cost of refurbishment would be £25,000 and there would be an annual maintenance cost of £4,000. Councillor West stated that there was no budget provision nor extra funding and it would be regrettable if another facility had to close because of this proposal.
- 39.5 The Executive Director, Economy, Environment & Culture replied that the recommendation was subject to the budget process and whilst there was no new funding, there was no suggestion that the proposal would necessitate closure of other facilities.
- 39.6 **RESOLVED-** That the request for a new gender neutral wheelchair accessible toilet facility on the north side of Hove cemetery be agreed subject to the funding being approved as part of the 2020-21 budget process.

40 ITEMS REFERRED FOR FULL COUNCIL

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

The meeting concluded at 8.40pm

Signed

Chair

Dated this

day of