





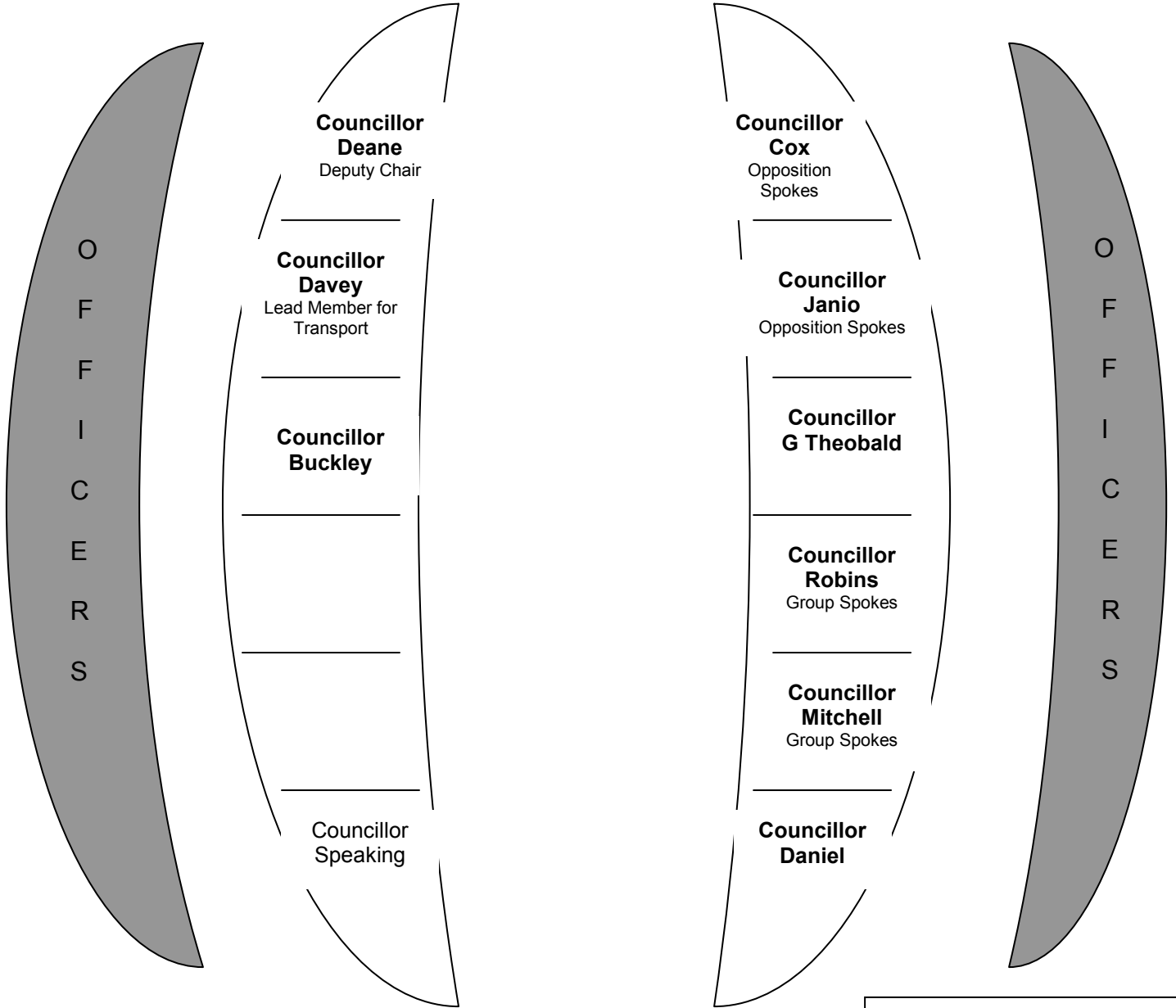
Brighton & Hove  
City Council

# Environment, Transport & Sustainability Committee

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|--|--|
| Title:   | <b>Environment, Transport &amp; Sustainability Committee</b>   |
| Date:  | <b>25 November 2014</b>  |
| Time:  | <b>4.00pm</b>  |
| Venue  | <b>Council Chamber, Hove Town Hall</b>   |
| Members:   | <b>Councillors:</b><br>West (Chair), Deane (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Buckley, Daniel, Davey and G Theobald   |
| Contact:   | <b>John Peel</b><br>Democratic Services Officer<br>01273 29-1058<br>john.peel@brighton-hove.gov.uk   |
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# Democratic Services: Environment, Transport & Sustainability Committee

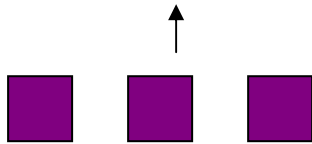
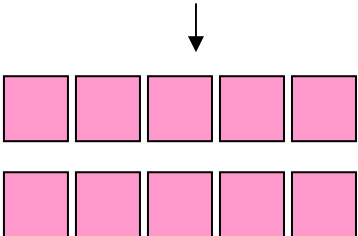
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|---------------|--|---------------------------------|-----------------------------|
| Legal Officer | Executive Director<br>Environment,<br>Development &<br>Housing | <b>Councillor West</b><br>Chair | Democratic Services Officer |
|---------------|--|---------------------------------|-----------------------------|



Press

Public Speaker      Public Speaker

Public Seating



AGENDA

PART ONE

Page

52 PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
  - (a) Disclosable pecuniary interests not registered on the register of interests;
  - (b) Any other interests required to be registered under the local code;
  - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.*

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.*

53 MINUTES

1 - 32

To consider the minutes of the meeting held on 7 October 2014 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

### 54 MINUTES OF THE PREVIOUS MEETING OF THE CITY SUSTAINABILITY PARTNERSHIP (FOR INFORMATION) 33 - 36

Minutes of the previous meeting held on 11 September 2014 (copy attached)

### 55 ENVIRONMENT, TRANSPORT & SUSTAINABILITY URGENCY SUB-COMMITTEE 37 - 38

To note the outcome of the decision taken by the Urgency Sub-Committee held on 12 November 2014 (copy of decision attached).

### 56 CHAIRS COMMUNICATIONS

### 57 CALL OVER

- (a) Items (61 – 64) will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

### 58 PUBLIC INVOLVEMENT 39 - 42

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

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself.
  - (i) Reduce speed limit on Holmes Avenue
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 18 November 2014.
  - (i) Old Shoreham Road Cycle Lane
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 18 November 2014.

### 59 ITEMS REFERRED FROM COUNCIL 43 - 56

Item referred from the last meeting of Full Council held on 23 October 2014 (copy attached).

- (a) **Petitions:**
  - (i) Mile Oak improvements
  - (ii) Ban Animal Circuses in Brighton & Hove

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

- (iii) Bus Shelter, Grand Avenue
- (iv) Event Day Parking in Moulsecomb
- (v) Pedestrian Crossing Whitehawk
- (vi) Water Fountains

(c) **Deputations**

- (i) Hollingbury Road Closure

### 60 MEMBER INVOLVEMENT

57 - 60

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
  - (i) HGV Vehicles in Hangleton Valley- Councillors Barnett, Cox & Janio
  - (ii) Wheels To Work- Councillor Cox
- (c) **Letters:** To consider any letters;
  - (i) Cycle Racks- Councillor Hawtree
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

### TRANSPORT & PUBLIC REALM MATTERS

#### 61 20MPH PROGRAMME

61 - 152

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

Contact Officer: *Emma Sheridan*  
Ward Affected: *All Wards*

Tel: 293862

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

**62 CHURCH ROAD, SOUTH PORTSLADE - TRAFFIC & ROAD SAFETY IMPROVEMENTS 153 - 166**

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

*Ward Affected: South Portslade*

**63 OLD TOWN TRANSPORT PLAN - EAST STREET 167 - 180**

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

*Contact Officer: Tom Campbell Tel: 29-3328*  
*Ward Affected: Regency*

**64 HIGH STREET, PORTSLADE - LOADING BAY 181 - 188**

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

*Contact Officer: Charles Field Tel: 29-3329*  
*Ward Affected: South Portslade*

**65 ITEMS REFERRED FOR FULL COUNCIL**

To consider items to be submitted to the 11 December 2014 Council meeting for information.

*In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting*

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

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

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

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

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Please inform staff on Reception if this affects you so that you can be directed to the Council Chamber where you can watch the meeting or if you need to take part in the proceedings e.g. because you have submitted a public question.

Date of Publication - Monday, 17 November 2014



**BRIGHTON & HOVE CITY COUNCIL**  
**ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE**

**4.00pm 7 OCTOBER 2014**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors West (Chair), Deane (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Daniel, Davey, Powell and G Theobald

**PART ONE**

**24 PROCEDURAL BUSINESS**

**24(a) Declarations of substitutes**

24.1 Councillor Powell was present as substitute for Councillor Buckley.

**24(b) Declarations of interest**

24.2 Councillor Theobald declared a general interest in item 45 as the owner of a property in Ship Street.

**24(c) Exclusion of press and public**

24.3 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).

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

**25 MINUTES**

25.1 **RESOLVED-** That the minutes of the previous meeting held on 7 July 2014 be approved and signed as the correct record.

**26 MINUTES OF THE PREVIOUS MEETING OF THE CITY SUSTAINABILITY PARTNERSHIP (FOR INFORMATION)**

- 26.1. **RESOLVED-** That the minutes of the previous meeting of the City Sustainability Partnership held on 16 July 2014 be noted.

**27 CHAIRS COMMUNICATIONS**

- 27.1 The Chair provided the following communications:

*We have a very full agenda today, so I will contain my remarks to celebrating some significant achievements for the city.*

*I'm very pleased to say that along with Adur Council and the Shoreham Harbour Regeneration Partnership, we have secured more than £40,000 of government funding to look at low carbon and renewable energy heating systems that would benefit hundreds of householders in Shoreham, Hove and Portslade.*

*We will now be able to look at the potential for district heating systems which would offer residents and businesses access to much lower heating bills together with a reduction in carbon emissions.*

*As members will hopefully be aware, the City Council has been highly commended for two of its major transport schemes in this year's National Transport Awards. The commendations were in the 'Improvements to Bus Services' category for the Lewes Road Sustainable Transport Corridor and the 'Road Safety, Traffic Management & Enforcement' category for the Seven Dials road safety scheme.*

*This success announced last week was hot on the heels of the council winning the top European award for clean transport, named City of the Year by Civitas.*

*In submitting for these awards the council detailed how the city's sustainable travel projects have helped the city to be recognised nationally as the UK's least car dependent city outside London by the Campaign for Better Transport. Almost 40 per cent of residents do not own a car.*

*I am sure members will wish to join with me in acknowledging the hard work of our talented officer team in delivering such fantastic improvement in sustainable transport choice, and the pivotal role Cllr Davey has played, building on the foundation laid by previous administrations, to put the city in such a leading position.*

**28 CALL OVER**

- 28.1 The following items on the agenda were reserved for discussion:

- Item 32: City Wide parking review update
- Item 34: Parking Annual Report 2013-14
- Item 35 Bakers Bottom- Area U resident parking scheme extension
- Item 36: Lewes Road Triangle Area J extension
- Item 38 Amendment Traffic Order
- Item 41: Valley Gardens governance and southern section update
- Item 42: Pedestrian Crossing Priority
- Item 43: Church Road, South Portslade- traffic and road safety improvements
- Item 45: Old Town Transport Scheme (East Street)
- Item 47: Preston Park Chalet Public Toilets condition survey

28.2 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: Highways Winter Service Plan 2014-15
- Item 37: Wish Ward parking scheme proposals
- Item 39: Double Yellow lines in Tongdean Lane outside Withdean Sports Complex
- Item 40: Area E (Preston Park Station North) Traffic Order amendments
- Item 44: Dyke Road cycle facility
- Item 46: Motorcycles in bus lane trial
- Item 48: Open Spaces Strategy for Brighton & Hove
- Item 49: Nominations for Centenary Fields programme
- Item 50: Allocations Policies for permanent and transit travellers sites

## 29 PUBLIC INVOLVEMENT

### (a) Petitions

#### (i) Denmark and Vale Road speeding

26.1 The petitioner was not present at the meeting therefore a formal response was provided in writing as follows:

*Thank you for your petition regarding speeds in Denmark Road and Vale Road and for raising your concerns. It is extremely important to the monitoring and evaluation of the 20mph limits that we receive feedback from local residents on how they feel their roads have (or have not) changed since the new limits were introduced as this can help target not only monitoring but any remedial or enforcement action that might be needed to support the limits.*

*Speed surveys undertaken earlier this year (March 2014) show that current average speeds on Vale Road are 20.6 mph. As such the data does not indicate a need for further physical traffic calming measures, at this location at this time. I appreciate that things may have changed in the area since the last monitoring was undertaken and officers are in the process of undertaking further monitoring on these roads, the results of which will be presented to this committee in November. I also appreciate that the perception of speeds can be just as important as the actual recorded speeds and that this is an important issue in making our streets feel safer and more pleasant and this is something we do factor into our reviews and monitoring of individual streets and areas. Should it become necessary, the programme does allow and have some budget for, traffic calming measures to be introduced where they are needed most. We are working closely with Sussex Police on the implementation and monitoring of the 20mph limits and we will, this year, be undertaking further promotional and educational work with them that will include road side speed surveys and pulling over drivers who are found to be speeding.*

*I appreciate that this information may not answer your concerns immediately but I do hope it will reassure you that speed management and the lowering of traffic speeds where people live remains a priority for the council and one which we are working hard with partners, including Sussex Police, to deliver. Monitoring results from the 20mph programme are showing that traffic speeds in the city are reducing and that this is*

*seeing a reduction in the number and severity of collision and casualties but we acknowledge that there is still much work to be done. Petitions such as yours are extremely helpful in the ongoing monitoring and evaluation of the programme in identifying areas of concern and I will ensure that your concerns and your road continue to be reviewed.*

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

**(b) Written Questions**

**(i) Traffic in Poets Corner- Alison Donaldson**

26.3 Alison Donaldson asked the following question:

*“What recent evidence of traffic volumes is there from Council monitoring of Poet's Corner, and what specific plans are there to discourage rat-running in the area, given planned developments around Hove Station?”*

*Some background:*

- 1. The redesign of the Portland Road - Sackville Road junction has encouraged rat-running (and traffic-light jumping)*
- 2. 20mph limits and humps reduce speed but volumes remain high in peak periods.*
- 3. The Head of Transport Planning, David Parker, thinks one-way traffic would increase speeds.*
- 4. Closing off selected streets might help but wasn't popular in the last traffic calming consultation. Further consultation may be needed”.*

26.4 The Chair provided the following response:

*“The Council undertakes traffic monitoring at intervals to determine changes and impacts arising from local development, traffic schemes and traffic growth in general. With regard to land use development proposals, measures to reduce traffic impacts are usually brought forward in response to specific proposals, since it can be quite some time between applications being submitted and any traffic impacts being realised. Frequently, development characteristics change as proposals are revised and for this reason the Council's development control officers liaise with developers over suitable mitigation for affected streets and this is currently the case with developments in the Hove Station area.*

*As you will be aware, the Council has introduced measures to deter rat-running and reduce speeds in the Poets Corner residential area and the introduction of one-way traffic systems is acknowledged to encourage both of these characteristics. Similarly, the effects of street closures on through-traffic are to increase traffic flows on other roads and reduce permeability through an area. For these reasons they tend to be unpopular with residents and are not therefore something that officers feel are beneficial in residential areas.*

*However, officers are engaging with local residents in the Poets Corner area, over measures to limit traffic use of certain routes, as part of a pilot street management programme and I will also ask them to specifically look into the operation of the traffic signal junction at Portland Road/Sackville Road and determine the effects of any rat-*

*running through surrounding streets as well as traffic-light jumping by drivers and I will ask officers to respond to you directly on these concerns”.*

**(ii) Bakers Bottom controlled parking spaces- Sally Anne Taylor**

26.5 Sally Anne Taylor asked the following question:

*“I live in the basement flat and my only entrance which is street level is situated on Livingstone Street, also on the same side I have 2 below street level windows which one half is above pavement level. Any parking outside these windows has wellbeing and noise related poor effect on my living conditions, and restricts access to my main entrance, due to narrow pavement. I would like council to reconsider the parking plan. The other side of the road doesn’t have these same issues and would create less disruption”*

26.6 The Chair provided the following response:

*“Thank you for your comments.  
These matters are being discussed in a report later in the meeting when members of the Committee will decide on the way forward.  
However, I would like to assure residents that if a scheme goes ahead, vehicles will not be parking on the pavements anymore and the amount of daylight will hopefully be increased due to this”.*

**(iii) Area U resident parking scheme extension- Roy Pennington**

26.7 Roy Pennington asked the following question:

*“The Council’s controlled parking zone development is piecemeal and apparently confusing to some people (see ETSC Oct 7th 2014 agenda item 35, para 5.28 in the report), in which light-touch such as Zone U adjoins full-touch such as the larger Zone C and in both of which there is no waiting list : what financial costs would there be now to consult and implement a partial transfer of the new extended light-touch Zone U (to consist of Bakers Bottom streets plus Dawson Terrace and Cuthbert Road) into the current full-touch Zone C?”*

26.8 The Chair provided the following response:

*“Thank you for your comments.  
These matters are being discussed in a report later in the meeting when members of the Committee will decide on the way forward.  
As stated in the report the Bakers Bottom area is being proposed as an extension to Area U as it adjoins this parking scheme and it would be confusing to extend it to another zone such as Area C. We would have to re-consult residents in other roads within Area U to become part of Area C instead and this is unlikely to be popular as there are not currently any issues within this zone.  
Residents in Area U were consulted in 2010 on whether they would like a full scheme such as Area C and 95% were in favour of retaining the existing light touch Area U scheme. This Included 100% of respondents from Dawson Terrace, 92% of respondents*

*from Cuthbert Road and 82.5% of respondents from Sutherland Road which adjoins the proposed area”.*

**(c) Deputations**

**(i) Old Town transport scheme- Olivia Reid**

26.9 The Committee considered a Deputation that set out a case in support of proposals to close East Street to traffic between the hours of 11am and 7pm.

26.10 The Chair provided the following response:

*“Thank you for your comments and presenting your Deputation all of which the Committee will consider when it comes to discuss the item later in the agenda”*

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

**(ii) Church Road, South Portslade traffic and road safety improvements- Rae Powers**

26.12 The Committee considered a Deputation that set out community consensus and initiatives in support of a crossing location at the junction of St Peters and Church Road.

26.13 The Chair provided the following response:

*“Thank you Rae for your continued drive in support of local residents in South Portslade and the parents of children attending the St Peter’s Community Primary School. As you will note, a report is being brought before today’s Committee for members to deliberate and consider the results of work undertaken by officers and we shall certainly include the comments you have made today in our debate”*

26.14 **RESOVLED-** That the Deputation be noted.

**(iii) Support for Area J extension- Sarah Smith**

26.15 The Committee considered a Deputation that urged the approval of the traffic order associated with the implementation of the extension of Area J in the Lewes Road Triangle area.

26.16 The Chair provided the following response:

*“Thank you for your comments. As one of your ward councillors I’m acutely aware of the parking problems faced by the area, and it is very pleasing to see the amount of support received for the parking scheme. This scheme is being discussed in a report later in the meeting when members of the Committee will decide on the way forward”.*

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

**(iv) Old Town proposals- Stuart Wilkie**

26.18 The Committee considered a Deputation that requested the Committee to reject the proposals for Old Town in their current form.

26.19 The Chair provided the following response:

*“Thank you for your comments and presenting your Deputation all of which the Committee will consider when it comes to discuss the item later in the agenda”.*

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

### **30 ITEMS REFERRED FROM COUNCIL**

#### **(a) Petitions**

##### **(i) Refurbishment of the public toilets adjacent to the Rotunda Café in Preston Park- Lee Wares**

26.1 The Chair provided the following response:

*“May I again thank the petitioners for bringing this petition to the Council. The petition was fully debated at the Council meeting on 17 July where it was resolved to call for an officer report to be presented to this committee meeting. We will be considering that report later in the meeting under item 47”.*

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

##### **(ii) Road Surface, Coombe Road- Councillor Meadows**

26.3 The Chair provided the following response:

*“Coombe Road has been identified as one of the roads in the city which needs attention and is therefore on our Forward Works Plan. However, Coombe Road is a long road that will require substantial funds to resurface its entire length. I’m afraid that this financial year, we are prioritising our funds on certain stretches of road which are experiencing structural failure and need very urgent attention. However, subject to more detailed budget allocation and providing no more urgent priorities arise, it is proposed to carry out resurfacing works in the next financial year. This would probably be programmed for August 2015 to avoid the school term-time. In the meantime, Coombe Road is regularly inspected by the Highways team, who also respond to public reports about potholes or other hazards, and who will arrange for safety repairs to be carried out as required”.*

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

##### **(iii) Matlock Road parking restrictions- Councillor K Norman**

26.5 The Chair provided the following response:

*“Lead Members and officers have considered the issues being raised here by businesses and their customers, and ward members representing Matlock Road. Committee will be considering proposals responding to these concerns under agenda item 40. We will certainly take all your views into account when we have that discussion”*

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

**(iv) Pedestrian Crossing, Bexhill Road**

26.7 That Chair provided the following response:

*“Following the introduction of the Skate and Play Park in late summer 2012 inspections were carried out by officers to assess safety and access issues, none were identified at that time or over the subsequent period. In the last three years there have been no related collisions on Bexhill Road opposite the Skate and Play Park.*

*The council have a points based system by which we use to assess and prioritise pedestrian crossing requests. Each crossing request is assessed based on 12 criteria which not only covers collisions but also considers access to public transport and other services & local environmental conditions.*

*Surveys have been carried out on Bexhill Road in Woodingdean to determine its priority and suitability for a pedestrian crossing point. However the location did not meet our initial criteria and therefore is not a priority on the Council’s pedestrian crossing list.*

*More information on the pedestrian crossing process can be found on the councils webpages where the full priority list can be viewed.*

*The council is however consulting on proposals for phase 3 of the 20mph scheme in Woodingdean. If introduced on Bexhill Road opposite the play & skate park reduced speed limits could assist pedestrians crossing the road safely”.*

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

**(v) Traffic in Woodingdean- Councillor Wells**

26.9 The Chair provided the following response:

*“The city council’s cross-party transport committee unanimously agreed plans on 2nd October 2012 to make transport improvements to the Lewes Road corridor. This followed an extensive public consultation exercise where the majority of those who responded indicated they were in favour of the proposals.*

*The scheme included measures to improve public transport services and safety for pedestrians and cyclists as well as the upgrade of traffic signals at key junctions to improve the efficiency of the route for car drivers.*

*In order to monitor the impact of this scheme on the surrounding areas, 7-day traffic counts were undertaken before construction on a range of residential roads that could be considered possible ‘rat runs’ or alternative routes, including Falmer Road on the approach to Woodingdean. These surveys were replicated following the completion on the scheme in October 2013.*

*These initial survey results suggested that there had been no appreciable increase in traffic using alternative routes. In the case of Falmer Road, a reduction of around 50 vehicles on average per day has been recorded since the Lewes Road scheme was completed.*

*Further surveys are being programmed to take place in the new year following the completion of the improvements at the Vogue Gyratory. Should these surveys show an increase in traffic in any of the surrounding areas then further action will be considered at this time.*

*In the meantime, an officer of the Council would be happy to meet with a representative of the petitioners should they wish to elaborate on their concerns in relation to specific roads”.*

- 26.10 Councillor Theobald stated that there was a widespread perception that traffic was now worse in Woodingdean due to the work carried out and ongoing on Lewes Road and he would like to receive traffic counts for the area.
- 26.11 The Chair stated that the work at Vogue Gyratory was ongoing and it would be logical to receive traffic count data after that work was complete.
- 26.12 Councillor Mitchell stated that the original report and accompanying leaflet gave a commitment that the Lewes Road scheme would be monitored, including traffic counts, after six months but that had not yet happened and was long overdue.
- 26.13 The Head of Transport clarified that there was a commitment for further monitoring of the scheme and the impact on traffic in the wider area once the works at Vogue Gyratory had been completed and that would be reported to Committee.
- 26.14 Councillor Theobald stated that he would like to receive previous traffic counts associated with the scheme.
- 26.15 The Head of Transport stated that he would pass this information to the Committee and Woodingdean ward councillors.
- 26.16 **RESOLVED-** That the petition be noted.

## **31 MEMBER INVOLVEMENT**

### **(b) Written Questions**

#### **(i) Councillor Mitchell- refuse collection**

- 31.1 Councillor Mitchell presented a question regarding the poor condition and lack of maintenance of refuse bins and frequency of checks for fly-tipping of waste.
- 31.2 The Chair provided the following response:

*“Thank you very much for your question regarding the condition of the communal bins. Cityclean does have a crew, who as part of their responsibilities, repair and maintain communal bins on site and will also respond to reports of graffiti on bins. Street Cleansing Teams also have wipes and black paint to remove graffiti from bins. However many of the bins have now been in place for five or more years and need to be taken off the street for more significant refurbishment or replacement. The roll out of communal bins was subject to prudential borrowing to pay for the vehicles and bins. This capital has now been repaid and will result in £111,000 per year being*

*available from April onwards which will be reinvested in a rolling program for the maintenance of the bins. The bins will be audited and recorded on an asset register before that time and the refurbishment/ replacement work will begin in April. There are approximately 700 communal refuse bins in place across the city and on a rolling program with the current resources all bins should be replaced or refurbished every five years. This work will include putting clear signage on the bins to clarify that they should only be used for household waste and to remind people to recycle. In terms of fly-tipping our street cleansing crews check the areas around bins on a daily basis as part of their rounds. Any fly-tips reported to our contact centre are forwarded to street cleansing crews to be cleared. Officers will also follow up on any reports of businesses fly-tipping their waste in communal bins”.*

**(c) Letters**

**(i) Communal refuse bins- Councillor G Theobald**

31.3 Councillor Theobald presented a letter regarding the poor condition and lack of maintenance of refuse bins and recent service disruption.

31.4 The Chair provided the following response:

*“Thank you very much for your letter regarding the condition of the communal bins and the refuse and recycling collection service generally much of which seems similar to Cllr Mitchell’s question, so may I refer you to the answer just given.*

*With regard to flytipping of bulky waste around communal bins, street Cleansing Crews are proactive in clearing these items. Unfortunately it is often very difficult to take formal action if there is no evidence as to who dumped the items there in the first place. This said, we are considering options for enhanced responsiveness and enforcement as part of a redesigned service.*

*In your letter you comment on the ongoing issues with the refuse and recycling service. The service was starting to bed down and nine new refuse and recycling collection vehicles are due to come in to service by the end of October which will replace the older, less reliable vehicles.*

*It is very unfortunate that since your letter HGV drivers at Cityclean have undertaken industrial action in the last month causing further disruption for residents. I am sure you share my desire to see this issue resolved in a manner which is fair to all council employees.*

*The current situation is delaying service improvements and the launch of the incentive and engagement campaign which this committee approved earlier this year to help improve recycling rates.*

*I can assure you and the public that officers are doing their utmost to resolve this difficult situation and I would urge the trade union to continue to engage to come to a resolution so that we can focus on improving the service.*

*I am disappointed that our recycling rate declined last year which was at least in part due to the disruption following the negotiations on pay and subsequent round reorganisation.*

*The city has never had a high recycling rate under any previous administration and this Administration has looked at ways to increase recycling rates. We were particularly keen to introduce food waste collection which can increase recycling rates more significantly.*

*The cost of providing this service is prohibitive at a time when we face significant reductions to our budgets which is why we have not been able to pursue this. I am hopeful that communal recycling will increase recycling rates in the city centre and I am keen to implement the engagement and incentive scheme that this committee approved earlier this year.*

*I am pleased to say that DCLG has announced a further national fund of £5million for incentive schemes. Following our successful application to the DCLG fund for communal recycling officers are now looking at opportunities to resource further incentive work through this grant. Because of the tight deadline for submissions officers will be asking to meet with members to talk through the proposals later this month. Richard Bradley has taken up his post as Head of Cityclean and City Parks and he has joined us at a very challenging time. I know that Richard and the team are working on all the issues I have mentioned, with the priority being to improve the reliability of the service.*

*As you are aware, we are currently seeking GMB agreement to a proposed redesign of the service. We have dealt with pay fairness, now we can move forward together on developing a much better service the whole city may be proud of”.*

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

**(ii) Blocked drains and gullies- Councillor Robins**

31.6 Councillor Robins presented a Letter detailing problems with drain and gully clearance and a request for further information on the prioritisation of drain and gully clearance.

31.7 The Chair provided the following response:

*“Thank you for your letter regarding drains and gullies.*

*The weather on the 28<sup>th</sup> of July was indeed exceptional and caused flooding to houses, businesses and even our own offices. I certainly have a great deal of sympathy for the people who have been affected by this devastating experience.*

*Initial estimates from the Environment Agency and Southern Water suggest that the storm on the 28<sup>th</sup> of July exceeded a 1 in 100-year event. There was between 50 -100 mm of rainfall in the space of three hours, more than the entire average rainfall for July. The highway drains and Southern Water sewers are not designed to cope with such extreme events, and this can be made worse if gullies are also covered by leaves, debris, and litter or parked.*

*There are over 20,000 gullies across the city which are cleared every 12 or 18 months by our contractor. The frequency of clearance is decided based on historical information on how quickly they fill up. For every gulley that is cleared data is automatically stored on how full it was prior to being cleared which provides the baseline information.*

*With regards to the roads you mention I have asked officers to clarify when the gullies were last inspected, their recorded condition and action taken. I have a detailed response on these specifics that I will ask officers to share with you.*

*In relation to your last point, the likelihood of more heavy rain will increase as we get into autumn and winter. Our contractors work year round to empty gullies as per their work schedule, which prioritises those sites which fill up most quickly. This helps minimise the risk of flooding where it is most likely to occur.*

*When we do experience heavy rain and localised flooding, Cityclean street cleansing staff clear the covers of gullies to try and alleviate the immediate problem. If this does*

*not work and there is an immediate safety risk or a risk to property, we will use our emergency call out service to try and manage the situation”.*

- 31.8 Councillor Robins asked why clearance was not conducted when officers were aware that six drains were blocked one month.
- 31.9 The Head of Strategy & Projects clarified that measurements on drain blockage were taken immediately before the drains were cleared. The drains in question were emptied the same day that the measurement was taken.
- 31.10 Councillor Robins stated that he was not convinced that the drains had been cleared and suggested using temporary notices to ensure cars were not parked over drains on the day they were scheduled to be cleared.
- 31.11 The Chair stated that he would request officers to meet with Councillor Robins to investigate the issue subsequent to the meeting.
- 31.12 **RESOLVED-** That the Letter be noted.

**(iii) Hove Station footbridge- Councillor Janio**

- 31.13 Councillor Janio presented a Letter requesting a report be presented to a subsequent meeting of the Committee examining possible options for funding access improvements to Hove Station in partnership with Network Rail and the DfT.
- 31.14 The Chair stated that he believed the issue was very complex and agreed that a report to a future meeting would be helpful to Committee.
- 31.15 **RESOLVED-** That the Committee receive a report on the matter to a future meeting.

**32 CITY WIDE PARKING REVIEW UPDATE**

- 32.1 The Committee considered a report of the Executive Director of Environment, Development & Housing that provided a progress update on the recommendations of the city wide parking review approved by the Transport Committee in January 2013 and consideration of the council's response to requests from residents in parts of the city for consultation on new or extended resident parking schemes.
- 32.2 Councillor Mitchell stated that she welcomed limited stay free parking proposed for a location in Area H and Councillor Mitchell asked if that related to the Broadway shopping area on Whitehawk Road.
- 32.3 The Programme Manager and Policy Development Officer confirmed that the proposal did relate to the Broadway shopping area.
- 32.4 Councillor Robins noted that paragraph 6.14 noted that referred to the parking sensor technology. Councillor Robins enquired as to the cost of the potential investment and who had decided not to proceed with its introduction on that basis. Councillor Robins also noted that the report specified that two out of five households now no longer owned

a car and that there were now .86 cars per household. Councillor Robins asked if this figure was a distorted by the lack of car ownership in the city centre.

- 32.5 The Programme Manager and Policy Development Officer noted that the sensors were expensive, would include further costs in infrastructure and therefore had not been deemed feasible adding that full costings were not available at the meeting but could be sent to Councillor Robins. The Programme Manager and Policy Development Officer supplemented that figures on car ownership were taken from the most recent census in 2011 that demonstrated that whilst car ownership was low in the city centre and higher in the suburbs, this was not a uniform pattern.
- 32.6 Councillor Cox noted that paragraph 5.4 stated that only one ward councillor out of three in Withdean had expressed support for a parking survey in that ward and the Committee were being asked to proceed with a survey, yet both of the ward councillors in Hove Park had also made requests yet this was not reflected in the recommendations of the report.
- 32.7 The Programme and Policy Development Officer stated that this was because Withdean ward would just be a technical survey of the area and Hove Park, which had already been identified in the previous City Wide parking review, was for a formal consultation on a parking scheme.
- 32.8 Councillor Janio noted that paragraph 6.2 noted that implementation of grass verge and pavement parking controls had worked but were financed by a one off revenue allocation. Councillor Janio asked if the schemes would be rolled out wider and would continue.
- 32.9 The Programme and Policy Development Officer noted that extensive conversation with lead transport members for each party had expressed a clear preference and agreement for a concentration and focus to the scheme in the specified areas.
- 32.10 Councillor Daniel asked if consideration had been given to reducing the fee for personalised disabled bays. In relation to paragraph 6.3, Councillor Daniel stated that whilst she was happy that measures introduced had improved visibility at junctions in the Elm Grove area and would appreciate a further update however, drivers were still parking on hard verges where they could. Furthermore, Councillor Daniel noted that a petition previously received by the Committee signed by 1500 people had requested capital works on the road that the community were involved in yet proposals did not appear forthcoming.
- 32.11 The Chair noted that charges for personalised disabled bays would be submitted to the Committee via the Fees & Charges report and monitoring discussions on a parking solution in Elm Grove between local groups before making any advancement.
- 32.12 The Programme and Policy Development Officer stated that it was usual that data for road traffic accidents was accumulated over a one year period and as the measures for Elm Grove were agreed in November 2013, he hoped the data could be shared soon.

- 32.13 Councillor Theobald stated that his group would be voting against recommendation 2.1 of the report as the majority of ward councillors in the area were against a survey and it did not pay heed to financial constraints currently faced by the council.
- 32.14 Councillor Davey stated that it was worth noting the record of Committee in acting upon requests and concerns made by residents for parking schemes. Councillor Davey welcomed the report that indicated waiting lists for permits were down significantly, personalised disabled bays had been introduced, time limited free parking bays had been introduced and that many residents were taking advantage of cheaper permits for low emission vehicles. Councillor Davey noted that whilst the census data indicated car ownership had fallen in many areas of the city, it also showed rises in car ownership in the Elm Grove and Withdean areas. Increasing demand, density and pressure on parking required a pro-active response to assist residents and parking survey would provide the authority considered data and information to react.

**32.15 RESOLVED-**

- 1) That the committee authorises officers to commission parking surveys in early 2015 in streets north of Preston Drove set out in paragraph 6.1 and shown in the plan in Appendix A. A report is expected to be taken to committee next summer to determine the design and detail of any scheme of parking controls that would be put out to consultation.
- 2) That the committee approves the policy recommendations in paragraphs 6.5 a-d inclusive ( highway verge and pavement parking controls) and 6.16 (limited stay "free" bays)
- 3) That committee notes the progress reports in paragraphs 6.6-6.15 inclusive and 6.17 – 6.19 inclusive

**33 HIGHWAYS WINTER SERVICE PLAN 2014-15**

- 33.1 **RESOLVED-** That the Environment, Transport and Sustainability Committee approves the Brighton & Hove City Council Highways Winter Service Plan 2014-15 as attached at Appendix 1 to the report.

**34 PARKING ANNUAL REPORT 2013-14**

- 34.1 The Committee considered a report of the Executive Director, Environment, Development & Housing set sought approval for the publication of the Parking Annual Report 2013-14 to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.
- 34.2 Councillor Theobald welcomed the presentation of the report however, he noted that there were several reference to Environment Cabinet Member Meeting that had been

decommissioned and there appeared to be no information relating to Trafalgar Street car park.

- 34.3 The Policy & Development Manager clarified that there appeared to be an error in the report that showed a page as blank, likely to be that relating to Trafalgar Street. The Policy Development Manager stated that he would circulate this information to Members and details of expenditure and income were details on page 121 of the agenda.
- 34.4 Councillor Robins asked for the category or explanation for a Penalty Charge Notice (PCN) to be written off for other reasons.
- 34.5 The Policy & Development Manager stated that the other reasons category was hard to define as a typical scenario but could include for example, medical reasons that meant that people could not return to their car on time.
- 34.6 Councillor Powell welcomed the report, specifically the focussed work on Blue Badge enforcement in co-ordination with Sussex Police which was a huge problem nationally and welcomed the proposal for a dedicated Blue Badge enforcement officer.
- 34.7 **RESOLVED-**
- 1) That the Environment Transport and Sustainability Committee endorses the publication of the Parking Annual Report for 2013-14 under the provisions of the Traffic Management Act 2004.
  - 2) That the Environment Transport and Sustainability Committee authorises the Head of Transport Operations to produce and publish the report which will be made available on the Council's website.

### **35 BAKERS BOTTOM - AREA U RESIDENT PARKING SCHEME EXTENSION**

- 35.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that addressed comments and objections to the draft traffic regulation order proposing an extension of the Area U resident parking scheme into the Bakers Bottom area.
- 35.2 The Chair noted the concerns raised by East Sussex Fire & Rescue Service and those of Councillors Bowden and Powell, ward councillors for the area.
- 35.3 Councillor Davey asked if there was any information on the current utilisation and capacity of bays in Area U.
- 35.4 The Parking Infrastructure Manager stated that utilisation of data was difficult due to data protection issues although figures suggested that car ownership was low in the area.
- 35.5 Councillor Mitchell asked if any answers could be provided to the issue brought forward by a member of the public earlier in the meeting that parking be located on the opposite side of the road.

- 35.6 The Parking Infrastructure Manager stated that the issue had been assessed on site and it was found that locating bays on the side of the road proposed would create more spaces and it was the officers technical view that the current situation, specifically pavement parking, would be improved.
- 35.7 The Chair asked if a fresh consultation would be required if parking bays were located on the opposite side of the road.
- 35.8 The Parking Infrastructure Manager clarified that a proposal for parking on the other side of the road would very likely receive objections and complaints from residents and a new traffic order would probably not be approved. The Parking Infrastructure Manager added that the scheme could be monitored and be changed via an amendment traffic order.
- 35.9 Councillor Daniel asked if the proposed motorcycle bays could be located outside the premises in question instead.
- 35.10 The Parking Infrastructure Manager stated that the re-location of motorcycle bays could be examined and he would visit the site to find the best arrangement.
- 35.11 Councillor Powell thanked officers for their rapid consideration of the scheme and for the Committee's input. Councillor Powell stated that the situation in the area had changed significantly in recent years and that was clearly reflected in the drill report conducted by the Fire & Rescue Service who had encountered significant access problems.
- 35.12 **RESOLVED-**
- 1) That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;
    - (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order 2008 No.\* 201\* (Area U extension)
    - (b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\*
    - (c) Brighton & Hove (Various Roads) (Prohibition of Stopping and Waiting on Verges and Footways) Order 2013 Amendment Order No.\* 201\*
  - 2) That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

## **36 LEWES ROAD TRIANGLE - AREA J EXTENSION**

- 36.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that addressed comments and objections to the draft traffic

regulation order proposing an extension of the Area J resident parking scheme into the Lewes Road Triangle area.

36.2 Councillor Daniel noted that many business located in the area were struggling in the current financial climate and in reference to paragraph 5.20 of the report, asked if the visitor spaces would be located near to shops and if they would be charged at the lowest tariff rate as recently introduced in London Road. Furthermore, in reference to paragraph 5.37 and 5.38, Councillor Daniel repeated the view that the wider area needed a half hour tariff.

36.3 The Parking Infrastructure Manager stated the scheme would use the lowest tariff and that the scheme had created more shared spaces, particularly in side roads. The Parking Infrastructure Manager added that the council used to operate a half hour tariff although this had been discontinued as it was not utilised and any proposal to re-introduced such a tariff would need to be done via a wider review in the annual Fees & Charges report.

36.4 Councillor Deane thanked officers for producing report and as ward councillor for the area, she was aware it had the support of residents.

36.5 Councillor Davey stated that he welcomed the resolution to a long running problem. Lewes Road suffered from being close to the city centre and so huge demand was placed upon spaces and the proposals would make the situation easier for residents and hopefully improve air quality in the area.

#### 36.6 **RESOLVED-**

1) That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;

a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order 2008 No.\* 201\* (Area J extensions)

b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.\* 201\*

2) That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

### 37 **WISH WARD PARKING SCHEME PROPOSALS**

37.1 **RESOLVED-** That the Committee approves:

1) That an extension of the Area U light touch resident parking scheme be considered within the Wish park area and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment (Appendix A).

- 2) That an extension of the Area R resident parking scheme be considered within Bolsover Road and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment (Appendix B).
- 3) That an order should be placed for any required pay and display equipment to ensure implementation of the new proposed parking schemes (if agreed at a further committee meeting) are undertaken as programmed.

### 38 AMENDMENT TRAFFIC ORDER

- 38.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that set out the comments, support and objections to various traffic orders and sought approval for alterations to parking restrictions within CPZ's for 100 roads.
- 38.2 Councillor Theobald stated that he could not find a plan in the agenda for the proposal to put double yellow lines on Carden Avenue outside Mayfield Manor Care Home. Furthermore, Councillor Theobald stated that this would exacerbate the problems he had previously raised regarding safety concerns on Carden Avenue and was not popular with the local action teams.
- 38.3 The apologised that the plan had been missed out but that he would circulate this document to Councillor Theobald after the meeting.
- 38.4 The Chair clarified that the location was a fair distance from the bend on Carden Avenue that Councillor Theobald was referring to and was installed at the request of the care home to allow access to the nearby bus stop.
- 38.5 Councillor Theobald urged officers to re-visit his request as the location was currently unsafe.
- 38.6 The Parking Infrastructure Manager stated that he would go back to the relevant team to discuss the proposal.
- 38.7 **RESOLVED-** The Committee is recommended to (having taken into account of all the duly made representations and objections):

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

- a) The proposed removal of a disabled parking bay in Valley Road, Portslade is to be removed from the Traffic Order as this bay is still required by a local resident.
- b) The proposed disabled parking bays in Grange Road, Granville Road, Parkmore Terrace and Pembroke Crescent are to be removed from the Traffic Order as they are no longer required by the original applicants.

- c) The proposed no loading Monday to Saturday 9am to 6pm in Camelford Street is to be amended on this Traffic Order due to the reasons outlined in section 3.4
- d) The proposed car club bays in Second Avenue are to be amended on this Traffic Order due to the reasons outlined in section 3.11
- e) The proposed changing of single yellow lines to double yellow lines in Medina Place is to be removed from the Traffic Order due to the reasons outlined in section 3.6
- f) The proposed loading bay in Lorna Road is to be amended on this Traffic Order due to the reasons outlined in section 3.12

### **39 DOUBLE YELLOW LINES IN TONGDEAN LANE OUTSIDE WITHDEAN SPORT COMPLEX.**

- 39.1 **RESOLVED-** The Committee approves the following Order (having taken into account of all the duly made representations and objections):

Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycles Lanes Consolidation Order 2013 amendment Order No.\* 201\*.

### **40 AREA E (PRESTON PARK STATION NORTH) TRAFFIC ORDER AMENDMENTS.**

- 40.1 **RESOLVED-** The Committee approves the following Orders (having taken into account of all the duly made representations and objections):

Brighton & Hove Various Controlled Parking Zones Consolidation order 2008 amendment Order No.\* 201\* with the following amendment;

That 6 bays (Two sections of 20m and 8m on either side of Matlock Road are changed from exclusive / shared pay & display bays into free limited waiting parking bays Monday to Friday for up to one hour with no return within one hour (Appendix C).

### **41 VALLEY GARDENS GOVERNANCE & SOUTHERN SECTION UPDATE**

- 41.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that proposed a Project Management Board structure for the project, recommended a design amendment to the existing plans that would minimise impact on open space and trees whilst maintaining carriageway capacity and sought approval to commence with a Business Case that would enable the council to access funding for Phase 3 of the scheme.
- 41.2 The Senior Project Manager noted a correction to appendix 4 where it stated that the North Street junction would operate at 92% capacity- this figure was in fact 88% capacity. Furthermore, there would be two southbound lanes between North Road and Church Street.

- 41.3 Councillor Cox asked if a community representative could be a member of the Project Board for example, from Community Works.
- 41.4 The Senior Project Manager stated that option could be investigated.
- 41.5 Councillor Janio noted that the appendix two was identified as a concept scheme. Councillor Janio asked if the plan could be changed subsequent to traffic modelling if it was found not to be at its optimum.
- 41.6 The Senior Project Manager confirmed that the scheme could be changed and officers were not bound to the current proposal.
- 41.7 Councillor Davey noted that the Project Board would be a very useful vehicle to consider minor changes to the scheme. Councillor Davey welcomed the proposals as an opportunity to realise a vision that had been a long term objective of the council and with the further funding, there was an opportunity to complete the whole vision from St Peter's Church to the Aquarium Roundabout and dramatically improve the public realm in the heart of the city. Councillor Davey added that Valley Gardens currently had ample and considerable road space that was rarely used at one time and the proposal would make use of that road space. Councillor Davey supplemented that the project was a fantastic opportunity for the city and he hoped the Committee could recognise that and support the recommendations.
- 41.8 Councillor Mitchell stated that she would not be supporting the proposals as the project appeared vague and there was no considered, thorough evidence of technical detail or economic benefit. Councillor Mitchell stated that the previous report covering Phase 1 and 2 reduced road space by 30% and the report also stated that opportunities to reduce congestion were beyond the scope of the proposal. Councillor Mitchell noted that the current report would reduce road space, a solution based on better signalling however, there were no projections or evidence made on that assertion. Councillor Mitchell stated that the scheme was still a concept design 18 months after the Committee had first considered the proposals and there was no traffic modelling data. The Committee were being requested to implicitly trust that the removal of the Aquarium Roundabout would have no impact on traffic flow. Councillor Mitchell stated that she was very concerned that the report was requesting committing scarce resources to draw up a business case on the basis of a concept scheme, that such an important project had been provided in a brief, four page report and that there was no clear corporate buy-in. Councillor Mitchell added that this was of particular concern in relation to the council's own budgets and that the local authority would have to provide £4m to match fund the £18m granted by the LEP. £3m of this was planned to be taken from 2015/16 LTP funding however, the report was clear that there was no guarantee on the certainty of that funding. Councillor Mitchell stated that the administration had already borrowed £1.5m from the 2015/16 LTP allocation to complete the works to the i360 Arches. Councillors Mitchell clarified that she was extremely concerned that a total of £3m would eventually be taken from future LTP funding when it was not clear how much that funding would amount to and nor had LTP 4 been agreed. Councillor Mitchell supplemented that she was deeply concerned that this could lead to the project running out of funding or taking finance from other capital budgets that were already stretched.

- 41.9 Councillor Robins stated that he did not agree with the removal of the Aquarium Roundabout particularly without public support.
- 41.10 Councillor Janio stated that he supported the project as an opportunity to boost local employment and the public realm in an area that desperately needed it and there was a clear need for the project to go ahead.
- 41.11 Councillor Cox stated that he welcomed the project and did not understand the opposition to the scheme from the Labour & Co-operative project. Councillor Cox added that £16m of funding was available to improve a key area of the city and there was no logic in rejecting that offer.
- 41.12 **RESOLVED-**
- 1) That Committee agrees a Project Management Board arrangement to enable cross party involvement in project delivery through to implementation.
  - 2) That Committee agrees that a Business Case should be prepared that could enable the council to access approximately £6million Local Growth Fund funding to enable delivery of the Southern section of Valley Gardens.
  - 3) That Committee agrees amendments to the preferred option previously presented at Committee to enable delivery of the Northern Section of Valley Gardens with reduced impact on open space and trees.

## **42 PEDESTRIAN CROSSING PRIORITY**

- 42.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that presented the findings of the pedestrian crossing assessments of locations requested up to May 2013 and identified priority crossing points to be delivered over the next 12 months, subject to availability of funds.
- 42.2 The Chair urged Members to take note of the way the report set out the council's agreed methodology for assessing pedestrian crossing requests and that 22 locations had been considered across the city and 11 had met the initial criteria and been assessed in more detail. The Chair noted that the policy, agreed by a Scrutiny Panel in 2011, now weighted both safety and community issues. The Chair also drew Members attention to the limited budget available to deliver the projects.
- 42.3 Councillor Theobald stated that pages 303-307 of the report listed various requests but did not identify when these would be delivered.
- 42.4 The Transport Planner stated that those referred to all applications received and not all had met the criteria. Ten applications had been identified that could be delivered within the allocated funding and were requested for approval.
- 42.5 Councillor Janio noted that Table D listed a series of locations where the initial criteria had not been met adding that one of his requests was within this list. Councillor Janio

asked if this request would be reviewed again next year or if, because it had not met the initial criteria, would not be considered again.

42.6 The Transport Planner confirmed that as the request had not met the initial criteria, the location would not be re-considered unless there was a significant development or change in the area.

42.7 **RESOLVED-**

- 1) That the Environment Transport & Sustainability Committee approves the priority crossing list and grants permission for officers to begin implementing the prioritised pedestrian crossing locations where funding has been identified. Where crossing points require higher funding levels these should be acknowledged and identified as part of future work plans
- 2) That the Environment Transport & Sustainability Committee authorises officers to construct the prioritised pedestrian crossings for which funding has been identified within the financial year 2013/14, subject to Traffic Regulation Orders (TROs) being advertised prior to implementation of crossing points.

**43 CHURCH ROAD, SOUTH PORTSLADE - TRAFFIC & ROAD SAFETY IMPROVEMENTS**

- 43.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that summarised the additional surveys, analysis and public consultation carried out in response to a request for a pedestrian crossing located at the junction of Church Road and St Peters Road and requested authorisation for proposals to overcome the concerns of parents and residents using Church Road, South Portslade.
- 43.2 Councillor Robins noted that legal advice had been circulated advising Members that should they make a decision without the relevant information before them within a report, accepting the amended recommendation could potentially open the council to legal challenge should there be an accident related to the proposed new crossing. Councillor Robins enquired whether that advice had been provided with due consideration to the fact there was already a pedestrian refuge and dropped kerb at the location proposed for the crossing and that the amendment was seeking to formalise that.
- 43.3 The Deputy Head Law clarified that the advice was provided on the basis of comments from the Road Safety Manager whose comments included concerns regarding the proposed location. The Deputy Head of Law added that her advice was that if the Committee made a decision that was contrary to council policy, guidance set out by the DfT and advice from the Road Safety Manager, the council would be exposed to legal risk should there be an accident at the location proposed for a crossing.
- 43.4 Councillor Daniel commented that she felt it would be difficult to prove shared negligence with the council in the hypothetical scenario that a driver drove dangerously causing an accident at the proposed crossing location.

- 43.5 The Deputy Head Law stated that she would advise against that comment as the meeting was not only held in public, webcast and minuted, the council as a public body was expected to act reasonably and rationally including adhering to DfT guidance.
- 43.6 Councillor Mitchell stated that two years before, the council had installed a pedestrian refuge and dropped kerb at the location that a formal crossing was now desired. Councillor Mitchell stated that in doing so, the council had encouraged pedestrians to that point to cross the road and therefore she believed it would be reasonable and rational to formalise that into a pedestrian crossing.
- 43.7 On behalf of the Labour & Co-operative Group, Councillor Robins formally moved a motion to add a new recommendation 2.2 and to delete recommendations 2.2, 2.3 and 2.4 as shown in bold italics below:
- 2.1 That the Environment, Transport & Sustainability Committee notes the growing concerns of parents and local residents and the results of the additional analysis of crossing behaviour undertaken by officers, as described in this report.
- 2.2 *That a pedestrian crossing facility is located on Church Road between the junctions with St. Peter's Road and North Street***
- ~~2.2 That, in acknowledgement that the technical criteria for a formal Zebra crossing facility is met in the section of road immediately south of St Andrew's Road, the Environment, Transport & Sustainability Committee authorises officers to include this site in the Pedestrian Crossing Assessment & Priority Listing for 2014/15 and recommends that the site should be closely monitored.~~
- ~~2.3 That the Environment, Transport & Sustainability Committee approves the interim provision of a School Crossing Patrol in the section of Church Road between St Michael's Road and St Peter's Road, subject to appropriate Health & Safety at Work requirements being met.~~
- ~~2.4 That the Environment, Transport & Sustainability Committee approves the implementation of traffic signs, road markings and road surface materials to support the interim School Crossing Patrol facility.~~
- 43.8 Introducing the amendment, Councillor Robins stated that the location had been used as a crossing for nearly fifty years and the area had undergone significant developments in that period. Councillor Robins stated that the crossing was fundamentally for use by children and a decision was long overdue. The proposal had the support of parents and the community at large as well as the local parliamentary candidate.
- 43.9 The motion was formally seconded by Councillor Mitchell.
- 43.10 Councillor Theobald enquired why the Road Safety Manger had provided advice not to install a crossing at the desired location and the point that appeared to be used the most by local people and instead recommended a location further to the north.

- 43.11 The Road Safety Manager stated that DfT guidance recommended that crossings be placed in locations that attract the most pedestrians. Assessments had been made of the junction of North Street and St Peter's Road and it had been found that footfall in this area was very low compared to other locations along Church Road. The recommendation proposed was concerned with the location that had sufficient demand and also provided an interim measure of a school crossing patrol to assess whether demand at the junction of Church Road and St Peter's Road would increase. If demand did significantly increase at that location, and it could be statistically proven that the crossing patrol had changed behaviours of crossings along Church Road, that would provide a basis of justification in the future to provide a formal pedestrian crossing. The Road Safety Manager added it was his view that it was currently a high risk to install a crossing at the desired location, a view that was determined by the level of use not the current facilities.
- 43.12 The Chair enquired whether the Road Safety Manager also had concerns about the width of the pavement at the desired location.
- 43.13 The Road Safety Manager stated that there were challenges to pavement space all along Church Road and significant physical measures would be required to provide sufficient space for pedestrians to wait at a crossing.
- 43.14 Councillor Mitchell asked if the survey conducted had shown peaks at school opening and closure times.
- 43.15 The Road Safety Manager stated that the survey was conducted over a twelve hour period from 7am to 7pm. From the data, the four highest hours were taken then averaged to create a value that provided clarification on level of risk.
- 43.16 Councillor Mitchell stated that she would assume that the highest level of risk for this area would be during school opening and closing times due to the proximity of the school and higher levels of traffic.
- 43.17 The Road Safety Manager confirmed that the North Street junction was predominately used for two hours of the day and that was by parents and children at school opening and closing times. Parents and children were also crossing further up the road as were pedestrians accessing shops in the location.
- 43.18 Councillor Cox asked if the amendment was passed, but for a legal reason was not installed, would that result in no crossing being provided at all.
- 43.19 The Deputy Head of Law stated that it was her understanding that any crossing required the approval and sign-off of the Road Safety Manager.
- 43.20 The Road Safety Manager clarified that there was a requirement of the road safety professional to authorise installations of crossing and he currently would not be in a position to do so with the level of risk as high as it was.
- 43.21 Councillor Davey noted that he understood crossings had to be assessed by an independent road safety auditor. Councillor Davey asked whether this could be confirmed and whether a crossing at the proposed location would pass that audit.

- 43.22 The Road Safety Manager confirmed that the safety of proposed crossings were assessed and audited by an independent auditor at the preliminary design, detail design and construction stages. The Road Safety Manager stated that it was his view that the independent auditors would request information on the need for a crossing and would likely determine that there was a lack of safety and need at this stage.
- 43.23 Councillor Daniel noted that she believed some of the language used may well be baffling to a layperson and something that had caused an element of confusion. In addition, Councillor Daniel asked if the expansion of the school would represent a significant change in circumstances and impact upon demand.
- 43.24 The Road Safety Manager stated that an expansion of the school and growth of use associated with the location would increase the viability of the location linked to demand.
- 43.25 Councillor Janio asked for clarification from the Road Safety Manager that it was his professional view that placing a formal crossing at the proposed location would increase the risk to schoolchildren.
- 43.26 The Road Safety Manager confirmed that it was his view on the basis of an assessment of the information gathered that placing a pedestrian crossing at that location would increase risk to all road users. The Road Safety Manager added that DfT guidance stipulated that wherever a crossing was placed there was a potential risk for accidents to occur.
- 43.27 Councillor Janio referred to the previous item (Pedestrian Crossing Priority) that detailed the criteria for assessment of pedestrian crossing requests and noted that he could find no reference within that report to crossing requests having low demand.
- 43.28 The Road Safety Manager stated that the assessments were a two stage process. The first stage considered the numbers of vehicles and pedestrians using the location and if that assessment was deemed high risk then the location was moved to the second stage that considered other factors.
- 43.29 Councillor Robins stated that at a public meeting where it was promised a crossing would be put in at the location proposed. Councillor Robins noted his frustration at the amount of time taken to handle the request and the frequent appeals for further time. Councillor Robins added that he could not understand why a pedestrian refuge and dropped kerb had been placed at the location if it had been deemed unsafe to direct pedestrians to that location.
- 43.30 The Road Safety Manager clarified that no promises had been made at the public meeting held although assurance was given that a recommendation would be presented to committee the issue and that road safety officers were aware that demand was too low in the specified area to justify a crossing.
- 43.31 The Chair asked for further legal clarification on the proposed amendment to the recommendations.

- 43.32 The Deputy Head of Law clarified that the recommendation 2.2 of the proposed amendment would require fully costed financial and legal implications to adhere with council procedures on decision making.
- 43.33 Councillor Janio stated that it appeared the Committee did not have the full information before them in order to make a decision and suggested deferring the report to the next meeting.
- 43.34 Councillor Robins asked if the report would purely be focussed on the viability of a crossing at the junction of Church Road and St Peter's Road and not in any other location.
- 43.35 The Executive Director, Environment, Development & Housing stated that the report would set out to the committee the legal, financial and safety issues of a pedestrian crossing at the junction of Church Road and St Peter's Road or elsewhere on Church Road.
- 43.36 Councillor Robins asked that if that particular element of the report was to be deferred, he believed that the interim measures proposed of the provision of a School Crossing Patrol and implementation of traffic signs, road markings and road surface materials should still go ahead.
- 43.37 The Chair then moved a motion to approve recommendation 2.3 and 2.4 to the vote.
- 43.38 The motion was carried.
- 43.39 The Chair then moved a motion to request a report to the next Committee that set out the legal, financial and safety implications of a pedestrian crossing facility at the junction of Church Road and St Peters Road.
- 43.40 The motion was carried.
- 43.41 **RESOLVED-**
- 1) That the Environment, Transport & Sustainability Committee approves the interim provision of a School Crossing Patrol in the section of Church Road between St Michael's Road and St Peter's Road, subject to appropriate Health & Safety at Work requirements being met.
  - 2) That the Environment, Transport & Sustainability Committee approves the implementation of traffic signs, road markings and road surface materials to support the interim School Crossing Patrol facility.
  - 3) That a report setting out the legal, financial and safety implications of a pedestrian crossing facility at the junction of Church Road and St Peters Road be considered at the next Committee meeting to be held on 25 November 2014.

#### 44 **DYKE ROAD CYCLE FACILITY**

**44.1 RESOLVED-**

- 1) That the Environment, Transport & Sustainability Committee approve the Dyke Road Cycle and Pedestrian Proposal, as set out in Appendix 1 and authorise the Executive Director to advertise any associated Traffic Regulation Orders.
- 2) That the Environment, Transport & Sustainability Committee support the inclusion of a £250,000 commitment in the Council's Local Transport Plan (LTP) capital programme budget 2015/16 – 2017/18 as funding towards implementation of this scheme.

**45 OLD TOWN TRANSPORT SCHEME (EAST STREET)**

- 45.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that set out the objections received to the advertising of Traffic Regulation Orders in relation to the closing of a portion of East Street to traffic between 11am and 7pm each day and sought approval to proceed with the recommended Order.
- 45.2 The Project Manager noted that there was a typing error within appendix seven to the report that listed estimated additional vehicles using Little East Street on one occasion as 58 and another occasion as 57. The correct figure was in fact 85 as detailed in the main report.
- 45.3 Councillor Janio asked if it was accurate that all traffic using East Street would have to also use Little East Street.
- 45.4 The Project Manager clarified that the modelling forecast had demonstrated that all vehicles accessing East Street during its opening hours would continue to use East Street and others servicing the other areas of the Old Town would likely adapt their servicing times in order to access East Street. The remainder would exit via Little East Street but that figure would not represent the same figure as all traffic currently using East Street.
- 45.5 Councillor Theobald asked if consideration been given to the idea proposed in the public representation that closure be undertaken at weekends only.
- 45.6 The Project Manager clarified that consideration had not been consulted on as the scheme was focussed on trying to solve the issue of congestion for pedestrians in the very narrow carriageways prevalent in Old Town. Whilst pedestrian footfall in East Street and Little East Street was higher at weekends, there was also significant congestion during the week.
- 45.7 Councillor Davey commented that the closure of East Street was a long running issue and the scheme had undergone several consultations that had demonstrated a majority in favour as well as being scrutinised at a Public Inquiry. Councillor Davey stated that the element of the scheme already introduced in Ship Street had achieved an immediate benefit to pedestrians and traders using the area. Councillor Davey added that he hoped the recommendations could be supported and noted his belief that other cities across Europe cherished the heritage areas of their cities whereas Brighton & Hove's was dominated by traffic. Councillor Davey supplemented that Brighton & Hove was not just

a weekend location and such schemes had been very successful in other areas of the city. In addition, Councillor Davey stated that a cohesive scheme would allow a firmer basis to apply for funding for a superior pedestrianisation should that opportunity arise.

- 45.8 Councillor Mitchell stated that the Labour & Co-operative Group had previously opposed the scheme due to the number of objections from residents and business in the area and because a comprehensive plan for the area had never been proposed nor been consulted upon. Furthermore, Councillor Mitchell stated that the pedestrianisation of East Street had not been proposed as part of the original scheme had seemingly been included at the request of a minority of business owners in that specific area. Councillor Mitchell supplemented that throughout the various proposals, there had been a clear division between businesses located in the area as demonstrated by the contrasting public representations earlier in the meeting. Councillor Mitchell added that the scheme appeared a piecemeal approach and she was also very concerned about the impact of increased traffic through Little East Street. In addition, the Public Inquiry had raised concerns that had seemingly not been addressed and whilst her group could see the benefits of a pedestrianisation scheme in the area, there was no overwhelming support for the current proposals nor was there a cohesive plan and therefore her group could not support the recommendations.
- 45.9 The Chair noted that a consultation was conducted in summer 2012 in which 3,500 people were consulted and 580 responses received; the majority in favour.
- 45.10 Councillor Theobald stated that he felt it was a disappointment that a complete pedestrianisation scheme could not be carried out. Councillor Theobald noted the comments made in the public representation that requested a weekend scheme. Councillor Theobald stated that an incremental approach such as that might be a compromise and would be an adequate test of the scheme.
- 45.11 Councillor Janio stated that he was worried about the impact for Little East Street with increased traffic and associated safety of pedestrians.
- 45.12 The Chair stated that he found the transit of people from East Street toward the seafront as an important safety matter, one that had been resolved within the scheme and not currently existent.
- 45.13 Councillor Deane stated that she felt the Committee had an opportunity to make an area of the city that was currently congested and an area of huge conflict between vehicles and pedestrians into a safer, more cohesive route between the Pavilion and the seafront.
- 45.14 Councillor Robins noted his concern for the impact upon Little East Street and that such schemes should not be just about streamlining people in a certain direction.
- 45.15 Councillor Janio stated that whilst he supported pedestrianisation in principle, he would like to see a more comprehensive scheme which the current proposals were not.
- 45.16 Councillor Theobald stated that he wished to move an amendment that the scheme be similar to Gardener Street and implement the proposals on Saturday and Sunday's as a test.

- 45.17 The Deputy Head of Law clarified that the suggested amendment would be a material change to the proposed scheme that had not been consulted upon and would require a further report to be considered by the Committee setting out what further actions would be required.
- 45.18 The Project Manager states that officers would need to review any safety implications arising from a weekend scheme as opposed to a full scheme.
- 45.19 Councillor Theobald moved a motion to defer the report to a future meeting that would outline options for a weekend scheme.
- 45.20 The Chair seconded the motion.
- 45.21 The Chair then put the motion to the vote which passed.
- 45.22 **RESOLVED-** That the report be deferred to a future committee meeting to consider implementation of the scheme at weekends on a trial basis.

#### **46 MOTORCYCLES IN BUS LANES TRIAL**

##### **46.1 RESOLVED-**

- 1) That the Committee instructs officers to revoke the existing Traffic Regulation Order (TRO) covering the bus lanes on the A259 and to create a new TRO to allow powered two wheelers (PTW) to access bus lanes from the Authority boundary at Saltdean to the Ovingdean roundabout.
- 2) That the Committee instructs officers to revoke the existing Traffic Regulation Order (TRO) covering the bus lanes on the A23 and to create a new TRO to allow PTW to access the bus lanes from Carden Avenue to Preston Drove with measures added to deal with road safety concerns identified at the Peacock Lane junction.
- 3) That the Committee agrees to a new 12 month monitored trial from December 2015, on an 18 month Experimental Order, to allow powered two wheelers to access bus lanes on the A270 in both directions from north of the Vogue Gyratory to the authority boundary at Stony Mere Way and makes funding available for this purpose.

#### **47 PRESTON PARK CHALET PUBLIC TOILETS CONDITION SURVEY**

- 47.1 The Committee considered a report of the Executive Director, Environment, Development & Housing that summarised the findings of a survey of the Preston park toilets following a resolution from Full Council to do so and made recommendations regarding the next steps.
- 47.2 Councillor Robins asked when the last refurbishment of the toilets took place.
- 47.3 The Head of Strategy & Projects clarified that there was a small scale refurbishment recently undertaken and there was a redecoration programmed in the near future.

47.4 Councillor Cox noted that whilst he supported recommendation 2.5 (iii) he hoped that recommendation 2.5 (ii) would continue to be discussed and considered.

**47.5 RESOLVED-**

- 1) That Committee notes the findings of the survey undertaken of the Preston Park Rotunda Toilets which has identified £11,200 of repairs and maintenance which should be carried out by 2016/17. More significant investment of up to £80,500 for refurbishment which should be carried out by 2018/19.
- 2) That Committee notes the findings of the survey undertaken of the Preston Park Chalet Toilets which has identified £8,200 of repairs and maintenance which should be carried out by 2017/18 and more significant investment of £69,000 for refurbishment which should be carried out by 2022/23.
- 3) That Committee agrees the short term repairs and maintenance up to a value of £11,200 are carried out at the Preston Park Rotunda Toilets in 2014/15 and £8,200 at Preston Park Chalet Toilets in 2015/16 funded through the Preston Park pay and display surplus fund. This time-scale is sooner than that recommended by the surveys.
- 4) That Committee notes there is no allocated capital budget for refurbishment works to public toilets. Any works would need to be considered as part of the capital works program as part of the annual budget setting process or through other funds such as the Preston Park ring fenced pay and display scheme.
- 5) That Committee agrees to defer a decision on the full refurbishment of both sites until the surveys of all sites have been analysed and recommendations developed taking a strategic approach to public toilet provision across the city with consideration given to the provision within the wider context of Asset Management across operational council owned buildings.
- 6) Committee agrees to a report to be produced for Policy & Resources Committee in early 2015 which updates members on the work done since the Toilet Scrutiny including the survey results of all sites. This report will form the basis for discussion and recommendations on future toilet provision in the city.

**48 OPEN SPACES STRATEGY FOR BRIGHTON & HOVE**

**48.1 RESOLVED-**

- 1) That the Committee notes the importance of producing an updated Open Spaces Strategy for the city at this time.
- 2) That the Committee approves the plans to develop an Open Spaces Strategy for the city.

**49 NOMINATIONS FOR CENTENARY FIELDS PROGRAMME**

**49.1 RESOLVED-**

- 1) That Committee delegates officers to proceed with the application for four sites (The Chattri, Old Steine Gardens, East Hill Park and Patcham Peace Garden) to be dedicated as Centenary Fields.
- 2) That Committee delegates officers the authority to complete the relevant deeds of dedication to protect the sites in perpetuity, subject to the sites meeting the criteria

**50 ALLOCATIONS POLICIES FOR PERMANENT AND TRANSIT TRAVELLERS SITES**

**50.1 RESOLVED-**

- 1) That the Environment Transport and Sustainability Committee approve the Traveller's Transit Site Allocations Policy.
- 2) That The Environment Transport and Sustainability Committee approve the Traveller's Permanent Site Allocations Policy.

**51 ITEMS REFERRED FOR FULL COUNCIL**

- 51.1 No items were referred to Full Council for information

The meeting concluded at 8.45pm

Signed

Chair

Dated this

day of



**Notes of City Sustainability Partnership Meeting – 11 September 2014**  
Committee Room 2, Brighton Town Hall, Bartholomew Square, Brighton, BN1 1JA

**Present:**

*Public Services:*

Richard O'Callaghan, Environment Agency (ROC)  
Susie Vernon, Sussex Community NHS Trust (SV)  
Rachael Durrant, University of Sussex (RD)  
Jo Carpenter, University of Brighton  
Phil Belden, South Downs National Park Authority (PB)

*Community and Voluntary Sector:*

Cat Fletcher, Community Works and Vice Chair (CF)  
Chris Todd, Community Works and Chair (CT)  
Rob Stephenson, Community Works (RS)  
Stuart Derwent, Brighton & Hove Wildlife Forum (SD)  
Vic Borrill, Brighton & Hove Food Partnership (VB)

*Business Sector:*

Damian Tow, Sustainable Energy Working Group and Eco Technology Show (DT)

*Brighton & Hove City Council:*

Abbe Boeg, Adult Social Care, Brighton & Hove City Council  
Councillor Pete West (PW)  
Dean Austyn, Performance & Analysis (DA)  
Joanne Dougnalgo – Senior Property Lawyer, Brighton & Hove City Council  
Nick Hibberd, Head of City Regeneration (NH)  
Sarah Jones, Sustainability Team and partnership administrator (SJ)  
Thurstan Crockett, Head of Sustainability & Environmental Policy and partnership manager (TC)

*Observers*

Peter Clark, South Downs Housing Cooperative  
Siobhan Wilson – Fair Trade Steering Group

*Presenter*

Chris Tomlinson, EOn (CT)

**1. Introductions and apologies**

- 1.1 Chair welcomed Senior Managers visiting from Brighton & Hove City Council and led introductions around the table
- 1.2 Apologies were received from: Councillor Tony Janio; Councillor Gill Mitchell; Councillor Ollie Sykes; Geoff Raw of Brighton & Hove City Council; Mark Brunet, Blatchington Mill School; Will Clark of Sussex Community NHS Trust; and Zoe Osmond, University of Brighton.

**2. Minutes and Actions of the last meeting**

- 2.1 The Minutes of the last meeting on 16 July 2014 were approved.
- 2.2 The Chair went through updates on the following actions from the last meeting:
  - 2.1 / 5.6 **CF/DT to draft a survey to send to absentee members.** This was carried over as still to be done .

- 4.3 Housing Strategy workshop meeting to be arranged – this had been done; CT asked that a revised governance proposals paper be circulated - this had not been done but would be covered later in the meeting.
- 6.2 CT to draft a letter to the Chair of Brighton & Hove Connected (the LSP) and the Chair of the City Management Board, asking for action to be prioritised to improve performance across these indicators and making several other points. This had been done and was to be discussed later in the meeting.
- 8.4.2 CT to draft a letter to the Chair of the Transport Partnership about the LPT4 consultation, seeking improvements to the consultation process. This had been done and a response received. **Action: CT to circulate the response to members.**

### **3 Rampion Wind Farm presentation**

- 3.1 Chris Tomlinson of Eon updated members on the successful planning application and gave detail on current and future plans. He then took questions.
- 3.2 It was noted that Newhaven Port had been widened and deepened to accommodate building works. CF flagged up the opportunity to restore Newhaven Beach to public use.
- 3.3 PB asked about communications between Tier 2, 3 and 4 contractors and the general public. CT confirmed that EOn would provide 24/7 customer contact.
- 3.4 CT confirmed to members that supplier contracts were being set up across Brighton & Hove, Sussex and Kent. He advised that any local businesses interested in supplying the project should register their details on EOn's website.
- 3.5 TC advised that local other benefits of the project were educational and expressed the hope that the visitor centre would be sited in the city; also that the closeness of the wind farm would boost the reputation of renewable energy among local residents, as the closest to any UK city.
- 3.6 CT advised that fishermen were still able to operate in their designated area and discussions with their community continued.

### **4 Performance Issues on Environmental Indicators**

- 4.1 Chair of City Management Board (CMB) had replied to Chair's letter asking for action to be prioritised to improve performance across Environmental indicators.
- 4.2 Chair was pleased to note that Chair CMB had agreed that CSP's concerns needed consideration. However he felt that her response had focused on qualitative, not quantitative evidence and offered little analysis of how to change in order to achieve targets. He felt that the CSP should not be expected to deliver projects since the CSP is a strategic body and its remit is not delivery. He believed, by contrast, that the CMB with its membership and financial clout had the ability to influence and change policy and progress towards targets. Members agreed.
- 4.3 NH pointed out that Chair of CMB had drawn attention to a review of the city performance framework as a means of tracking and improving performance. Those present agreed that the challenge was to identify the agents for delivery. NH advised members that another challenge was diminishing capacity within the council; there were no longer the resources to undertake detailed monitoring and scoping. He welcomed RD's proposed solution of metrics mix of process and outcomes from University of Brighton. Chair restated a broader challenge to city leadership with greater clarity required from them - this wasn't just aimed at the City Council.

4.4 **Action: Partners with specific experience, for example of waste and recycling, to convene to explore indicators with the council in more detail.**

4.5 **Action: City Performance Framework refresh – NH will see DT to find out how CSP can be involved in the city performance framework refresh.**

## **5 CSP / One Planet Living / Biosphere Governance changes – discussion**

5.1 Chair set out the aim of the discussion, to begin to formalise the governance of Biosphere.

5.2 TC asked members to reflect on what they valued about the CSP. Members agreed that this was: the ability to challenge and influence; strategic planning; networking; sharing each other's expertise and giving feedback; that the partnership was independent and non-party political; the mixture of grassroots and corporate organisations; the meeting of different sectors gave valuable insights for research. TC added their success in influencing decision-making; their achievements had included lobbying for the city's Transport Partnership for example.

5.3 TC flagged up the difficulty in retaining economic partners.

5.4 It was discussed whether it would be better to embrace the Greater Brighton region or if this would mean the loss of the partnership's city focus.

5.5 **Action: partners were asked to send any suggestions on governance changes to Chair and TC.**

5.6 Members were asked by visiting senior managers from the council what collaborations worked well with city and council partners. They agreed that these were: learning from each other; networking; developing ideas into projects; finding out about other local organisations and events.

5.7 Members were asked by visiting senior managers from the council, what were their top three challenges to progressing the next actions for their group? Members replied that these were: reducing CO<sub>2</sub> effectively, improving the condition of key wildlife sites; coordinating the development of programmes and projects at scale, especially renewable energy and low carbon; resourcing the partnership.

5.8 Members were asked by visiting senior managers from the council, what more or less could be done by all parties to combat climate change? TC said there was room to refocus this partnership from policy and strategy to a delivery partnership focused on project development and funding, similar to the Biosphere Board. NH said that the development to a governance structure would give the opportunity raise ambitions and achievements. Chair said that this was a big ask of the voluntary sector's time.

## **6 Sustainable Cities Working Group**

6.1 **Action: TC to circulate report from City Plan/Urban Fringe Assessment meeting to members.**

6.2 Members awaited the notes of the meeting and the P&R paper to inform the CSPs position. TC said no consensus had emerged from the meeting and participants acknowledged this. Partners wanted it noted that they believed that they had been given too short notice to respond on this serious issue last time and did not want a repeat for the next P&R meeting. **Action: CT to draft a letter asking that CSP be given more time to respond.**

## **7 Updates**

- 7.1 Brighton & Hove Wildlife Forum (BHWF)
  - 7.1.1 SD gave highlights of the last BHWF meeting on 19 August 2014. Minutes had been circulated before the meeting. Concerns had been raised at the high number of houses being proposed on greenfield sites in the city through the City Plan; the Forum decided to become a partner in the Biosphere; they had experienced IT problems which potentially could lead to the loss of important wildlife records.
- 7.2 Sustainable Energy Working Group
  - 7.2.1 Eco Tech Show 2015 was now in planning.
  - 7.2.2 DT and Brighton Energy Co-op colleague are in the process of writing a guide to setting up a community energy cooperative.
- 7.3 Fair Trade Steering Group
  - 7.3.1 SW advised colleagues of upcoming Panel discussion on October 10 at Brighton Fashion Week on ethics, sustainability and fashion.
- 7.4 Waste House
  - 7.4.1 CF was to speak at Recycling & Waste Management exhibition at NEC Birmingham in September.
  - 7.4.2 CF reminded members of the Fotodocument One Planet Living exhibition: ten photo essays responding to the ten sustainability principles of One Planet Living with ten site-specific installations in public spaces across Brighton & Hove, running for ten months from September. The Waste House is one of them.
- 8 Any Other Business**
  - 8.1 VB advised members that the Brighton & Hove Food Partnership had been awarded funding for a 3-year project called 'Sharing the Harvest', which aimed to help more vulnerable people in the city to benefit from gardening.
  - 8.2 TC reminded members that they had two weeks to respond to the Housing Strategy consultation and referred them to the paper that had been circulated before the meeting.

**BRIGHTON & HOVE CITY COUNCIL**

**ENVIRONMENT, TRANSPORT & SUSTAINABILITY URGENCY SUB-  
COMMITTEE**

**2.00pm 12 NOVEMBER 2014**

**COUNCIL CHAMBER, HOVE TOWN HALL**

# **DECISION LIST**

**Part One**

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**2 CHRISTMAS PARKING AND ROADWORKS SUSPENSION**

*Contact Officer: Austen Hunter*

*Tel: 29-2245*

*Ward Affected: All Wards*

- 1) That the Committee approve Option 1 as set out in the report.
- 2) That the Committee note that an embargo of works on the Brighton & Hove network during the period of 01 December to 02 January 2015 inclusive was instructed by the city's Traffic Manager on 14<sup>th</sup> October 2014.

NB The above decisions will be implemented after close of business on 19 November 2014 unless they are called in.



**Subject:** Petitions  
**Date of Meeting:** 25 November 2014  
**Report of:** Monitoring Officer  
**Contact Officer:** Name: John Peel Tel: 29-1058  
E-mail: john.peel@brighton-hove.gov.uk  
**Wards Affected:** Various

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

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

**2. RECOMMENDATIONS:**

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

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

**3. PETITIONS**

**3. (i) Reduce speed limit on Holmes Avenue**

To receive the following e-petition signed by 75 people:

*"We the undersigned petition Brighton & Hove Council to Reduce the speed limit on Holmes Avenue in Hove to 20 mph at the next Phase 3 consultation, as there is a school on the same street and many people driving dangerously"*



**WRITTEN QUESTIONS**

**(i) Old Shoreham Road cycle lane- Linda Freedman**

*'Prior to the installation of the cycle lane in Old Shoreham Road, Hove the houses and gardens south of the road did not experience flooding. Since the cycle lane was installed the gardens, garages and homes are impacted by flooding any time there is substantial rainfall. What does the Council intend to do to stop this happening? How will the Council compensate those householders who have been impacted by the design flaws apparent in the cycle lane?'*



|                         |  |                                       |                     |
|-------------------------|--|---------------------------------------|---------------------|
| <b>Subject:</b>         | <b>Items referred from 23 October 2014 Full Council meeting- Petitions</b> |                                       |                     |
| <b>Date:</b>            | <b>25 November 2014</b>  |                                       |                     |
| <b>Report of:</b>       | <b>Monitoring Officer</b>  |                                       |                     |
| <b>Contact Officer:</b> | <b>Name:</b>   | <b>John Peel</b>                      | <b>Tel:</b> 29-1058 |
|                         | <b>E-mail:</b>   | <b>john.peel@brighton-hove.gov.uk</b> |                     |
| <b>Wards Affected:</b>  | <b>Various</b>   |                                       |                     |

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To receive any petitions referred from the Full Council meeting of 23 October 2014.

**2. RECOMMENDATIONS:**

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

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

**3. PETITIONS****3. (i) Mile Oak Improvements- Ms Soanes**

To receive the following petition referred from the meeting of Full Council on 23 October 2014 and signed by 1388 people:

*"We the undersigned are concerned about the suitability and lack of appropriate and safe play equipment in The Mile Oak Recreation Ground play area for both young children and teenagers. Also, that there is no provision for those with disabilities, disabled access or wheel-chair use. Therefore, we are asking Brighton and Hove City Council to improve the facilities and play equipment provision in the Mile Oak Recreation Ground play area to make it*

*comparable with the other parks in the city that also received play builder funding.”*

**3. (ii) Ban Animal Circus Acts- Ms Baumgardt**

To receive the following petition referred from the meeting of Full Council on 23 October 2014 and signed by 141 people

*“We the undersigned petition Brighton & Hove Council to refuse any circuses using animal acts from performing in Brighton & Hove.”*

*Other councils in the British Isles have banned animal acts as have many other countries around the world. There are many good circuses using only human acts. Using animals to perform in a circus is out of date and undignified for the animal”.*

**3. (iii) Bus Shelter Grand Avenue- Mr Magee**

To receive the following petition referred from the meeting of Full Council on 23 October 2014 and signed by 375 people

*“We the undersigned petition Brighton & Hove Council to provide a bus shelter and real time bus information display at the north-bound bus stop located outside Warnham Court on Grand Avenue Hove.”*

*I, like many other local residents am a pensioner and particularly rely on the 700 bus service to get into town as it is a shorter walk then getting to the Church Road bus stops. However, this is an exposed spot with high winds and rain frequently blowing off the sea. I would, therefore like the Council to provide a shelter and information board to enable me, and others, to continue getting this service”*

**3. (iv) Event Day Parking- Councillor Marsh**

To receive the following petition referred from the meeting of Full Council on 23 October 2014 and signed by 140 people

*“We the undersigned call on the Council to properly enforce the Amex event day parking scheme in our area. Whilst residents are pleased to have the scheme, visitors, football supporters and non-residents are still parking in the bays, on yellow lines and selfishly blocking access to buses, emergency vehicles and residents. The enforcement is erratic and they are not getting fined or towed away as they should be.”*

**3. (v) Pedestrian Crossing on Whitehawk Road- Councillor Mitchell**

To receive the following petition referred from the meeting of Full Council on 23 October 2014 and signed by 1020 people

*“We the undersigned wish to petition Brighton and Hove Council to provide a pedestrian crossing at the southern end of Whitehawk Road (near the Steiner School and PO) as the level and speed of traffic has*

*increased dramatically, causing a significant danger to local people. Particularly vulnerable are the elderly residents of the Nurses home and also the children at the school.”*

**3. (vi) Water Fountains- Councillor Duncan**

To receive the following petition referred from the meeting of Full Council on 23 October 2014 and signed by 175 people

*“Provide free clean drinking water, through a network of public drinking fountains, throughout the city.”*



**Subject:** Mile Oak Improvements - Extract from the proceedings of the Council Meeting held on the 23<sup>rd</sup> October 2014

**Date of Meeting:** 25 November 2014

**Report of:** Monitoring Officer

**Contact Officer:** Name: **Mark Wall** Tel: **29-1006**  
E-mail: mark.wall@brighton-hove.gov.uk

**Wards Affected:** All

**FOR GENERAL RELEASE**

**Action Required of the Environment, Transport & Sustainability Committee:**  
To receive the item referred from the Council for consideration:

**Recommendation:**

- (1) That the committee be requested to consider having an Improvement Plan for the Mile Oak Recreation Ground play area drawn up in consultation with users of the play area that will demonstrate how investment and refurbishment will be undertaken; and
- (2) That in regard to 2.2 above, the proposals for the Improvement Plan are reported to the committee without undue delay.

**COUNCIL**

**4.30 pm 23 October 2014  
COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

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

**PART ONE****30. (b) MILE OAK IMPROVEMENTS**

- 30.1. The Mayor stated that the council's petition scheme provided that where a petition secured 1,250 or more signatures it could be debated at a Council meeting. He had been notified of one such petition which had sufficient signatures to warrant a debate and therefore would call on the lead petitioner to present their petition before opening the matter up for debate.
- 30.2. The Mayor noted that there was an amendment from the Labour & Co-operative Group to the recommendation contained in the covering report on the petition, which Councillor Carden would move during the debate.
- 30.3. The Mayor then called on Ms. Soanes to present the petition concerning the need for improvements to the Mile Oak Recreation ground.
- 30.4. Ms. Soanes thanked the Mayor and stated that the petition signed by 1,388 people called on the council to provide suitable and safe lay equipment for young people in the Mile Oak recreation ground so that it was comparable with other play areas in parks across the city. The current provision of equipment was not suitable and was in need of replacement to enable local families to enjoy the park as they had previously to its refurbishment in 2010 which had resulted in the loss of equipment and space.
- 30.5. Councillor Carden then moved an amendment to the recommendation in the report, requesting that the Environment, Transport & Sustainability Committee should give consideration to having an Improvement Plan for the Mile Oak Recreation Ground and that a report should be brought to the committee without undue delay.
- 30.6. Councillor Robins formally seconded the amendment and suggested that it was time for the council to give the residents of Mile Oak something back and to meet with the users of the park and agree a workable improvement plan.
- 30.7. Councillor West note the comments and stated that he applauded the energy of the action group in bringing the petition forward and noted that the refurbished play area was an early example of the use of play-builder finding that had been available at the time. He also noted that officers had met with the users and he had visited the park recently and that there was a need to recognise that the previously available government funding for improvements to parks across the city was no longer available. The need for improvements and maintenance of parks across the city was recognised and at the last meeting of the Environment, Transport & Sustainability Committee it was agreed to review the Open Spaces Strategy. This work was underway and until it was completed it was going to be difficult to identify any funds or programme for the improvement to parks in the city.
- 30.8. Councillor West stated that he would welcome users of the Mile Oak Recreation Ground meeting with officers to develop an action plan that identified what was needed to improve the play area and even identify potential sources of funding outside of the council which might contribute to the overall improvement plan.

- 30.9. Councillor Hawtree welcomed the initiative of bringing forward the petition and hoped that the group would take up the offer to work with officers and look at how outside funding might be obtained for improvement works to the play area. He fully supported their efforts and hoped that they would continue with their campaign.
- 30.10. Councillor Janio noted that the funding provided in 2010 had not been sufficient to cover the costs of improvements to all parks and that additional funding had been found by the council to ensure improvement across the city could be undertaken. He also noted that the use of the funding had been restricted in regard to the type of provision that should be made and suggested that if outside support could not be found then it would be unlikely that sufficient resources would be available to meet the demands for improvements across the city.
- 30.11. Councillor West noted the comments and thanked the residents for attending the meeting and raising the issue. He stated that there was a need to review the provision across all the open spaces in the city and to take a strategic approach, which meant that the request had to be put in context of the council's financial position. He accepted the amendment that had been put forward but stressed that there was a need to recognise how it would fit into the larger picture but was hoped that an improvement plan could be developed on that basis.
- 30.12. The Mayor noted that an amendment to the recommendation in the report had been moved and put it to the vote which was carried. He then put the recommendations as amended to the vote which were also carried.
- 30.13. **RESOLVED:**
- (3) That the petition be noted and referred to the Environment, Transport & Sustainability Committee for consideration; and
  - (4) That the committee be requested to consider having an Improvement Plan for the Mile Oak Recreation Ground play area drawn up in consultation with users of the play area that will demonstrate how investment and refurbishment will be undertaken; and
  - (5) That in regard to 2.2 above, the proposals for the Improvement Plan are reported to the committee without undue delay.



|                         |  |                                     |                     |
|-------------------------|--|-------------------------------------|---------------------|
| <b>Subject:</b>         | <b>'Mile Oak Improvements' - Petition Triggering Full Debate</b> |                                     |                     |
| <b>Date of Meeting:</b> | <b>23 October 2014</b>   |                                     |                     |
| <b>Report of:</b>       | <b>Monitoring Officer</b>  |                                     |                     |
| <b>Contact Officer:</b> | <b>Name:</b>   | Mark Wall                           | <b>Tel:</b> 29-1006 |
|                         | <b>E-mail:</b>   | mark.wall@brighton-hove.gcsx.gov.uk |                     |
| <b>Wards Affected:</b>  | <b>All</b>   |                                     |                     |

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 A combined paper and e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 1,388 signatures confirmed at the time of printing the report.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is noted and referred to the Environment, Transport & Sustainability Committee for consideration.

**3. RELEVANT BACKGROUND INFORMATION / CHRONOLOGY OF KEY EVENTS:****3.1 The Petition**

"We the undersigned are concerned about the suitability and lack of appropriate and safe play equipment in The Mile Oak Recreation Ground play area for both young children and teenagers. Also, that there is no provision for those with disabilities, disabled access or wheel-chair use. Therefore, we are asking Brighton and Hove City Council to improve the facilities and play equipment provision in the Mile Oak Recreation Ground play area to make it comparable with the other parks in the city that also received play builder funding."

Lead Petitioner – Tiffany Soanes

**3.2 The options open to the council are:**

- To note the petition and take no action for reasons put forward in the debate; or
- To refer the petition to the relevant Committee Meeting; or

- To refer the petition to the relevant Committee Meeting with recommendations.

#### **4. PROCEDURE:**

- 4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:
- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;
  - (ii) The Mayor will then call on the relevant Committee Chair to respond to the petition and move a proposed response;
  - (iii) The Mayor will then open the matter up for debate by councillors and call on those councillors who have indicated a desire to move an amendment or additional recommendation(s) to the recommendation listed in paragraph 2.1 of the report;
  - (iv) Any councillor may move an amendment or recommendation, having regard to the recommendation in 2.1 above and any such proposal will need to be formally seconded;
  - (v) After a period of 15 minutes, the Mayor will then call an end to the debate and ask the relevant Cabinet Member to reply to the points raised;
  - (vi) The Mayor will then formally put:
    - (a) Any amendments in the order in which they are moved, and
    - (b) The substantive recommendation(s) as amended (if amended).

**ITEMS REFERRED FROM FULL COUNCIL (23 October 2014)**

Deputations received:

- (i) **Deputation concerning Hollingbury Road Closure-(Spokesperson) – Ms. R. Entwistle**

**Application for permanent closure of the junction between Hollingbury Road and Upper Hollingdean Road to non-essential motorised through traffic**

In the middle of August this year the junction between Hollingbury Road and Upper Hollingdean Road was closed for essential sewage works for a period of 4 weeks. This closure had a substantial positive effect on us, the residents of Hollingbury Rd. Normally Hollingbury Rd carries a lot of through traffic and the absence of this meant that the street became an area of focus for the community. In that, people began socialising, meeting new neighbours, hanging out in the street and parents allowing their children to play in the street.

A small group of us got together and agreed this change had brought about a positive experience for the residents and after carrying out a more extensive survey of the street (the results of which are included with this deputation) we decided to apply to the council for the permanent closure of Hollingbury Road to non-essential through traffic. We do not doubt that this will have displacement effects which will impact negatively on residents living on adjacent streets. However, in the main, we believe that most of these can be mitigated by the implementation of traffic calming measures. We believe this proposal aligns well with Brighton & Hove council's current transport document in terms of contributing to better safety and health and improving quality of life. There already exists a precedent for closure as set by a nearby road, Hollingbury Park Avenue.

Before I conclude I would like to mention that on a few recent occasions, a neighbour went to observe what the traffic flow was like on Hollingbury Road compared to Ditchling Road. After several minutes observation on both of these roads, it was found that whilst Hollingbury Road was backed up along the street with through traffic, Ditchling Road was fairly empty of cars.

In view of the evidence we have presented, the result of the street survey, and of an ongoing petition with 117 signatures to date that we submit here with this deputation, we ask the council to explore with us the possibilities of a permanent closure of Hollingbury Road to non-essential through traffic.

Supported by:  
John Anderson  
Tim Clark  
Paco Torres  
Ian Elwick

Note: The Deputation was supplemented with a petition signed by 117 people that read as follows:

*“We, the undersigned, are interested in applying for a permanent closure of Hollingbury Road to non-essential though traffic.”*

### **Negative outcomes**

1. Displacement effects. There are likely to be several displacement effects of closing Hollingbury Road, mainly due to increased traffic flow in neighbouring streets. However, Ditchling Road, which is a main road, and Roedale Road are both fairly wide streets where the impact is likely to be relatively small.
2. Increased accident risks on neighbouring streets. It is likely that one effect of traffic flow displacement will be to increase accident risks on other streets. However, most of the increased traffic flow is likely to be on Ditchling Road rather than any of the residential side streets. Given the provision of controlled crossing sites on the main streets, the increase in accident risk might be quite minor.
3. Provision for controlled access maybe costly to implement. There would need to be a provision at the junction onto Upper Hollingdean Road to give access to essential motor vehicles (e.g. police/fire/ambulance & bin lorries). However, although we did not witness this, it appears that the bins were effectively collected without access through the lower end of the street.
4. Hollingbury Road residents will be forced onto alternative routes. This may well be considered a negative aspect of closure.

### **Positive Outcomes**

1. Elimination of a rat-run. Much of the traffic that uses Hollingbury Road does so to short cut the route between Fiveways and Upper Hollingdean Road. Forcing this traffic onto the wider Ditchling Road would be safer and unlikely to impact negatively on journey times and fuel usage.
2. General reduction in accident risk. Although the street has recently been provided with pedestrian crossing build-outs, the volume of motor traffic means that this is still not an especially safe road to cross. Vehicles still tend to accelerate above the 20mph limit between speed ramps and the crossing at the junction with Upper Hollingdean Road which receives a high volume of pedestrian traffic associated with the school run can be quite tricky to navigate when traffic is queuing on the downhill side. Closure of street will substantially reduce the volume and speed of traffic using the road.
3. Elimination of HGV through traffic. Although large HGVs are officially barred from using Hollingbury Road it is not that uncommon for these to make use of this route and struggle to negotiate the turn at the bottom of the hill safely.
4. Decreased pollution. Elimination of through motor traffic will decrease pollution on the street. It is not that uncommon for motor vehicles to queue for fairly long periods on the downhill side of Hollingbury Road with their engines running.
5. Safe pedestrian route connecting to the Dip. Hollingbury Road provides an important pedestrian route used extensively during the school run. For younger children, parental supervision is generally necessary to cross Hollingbury Road. However, closure of the road to through-traffic would provide a much safer pedestrian route linking Hollingbury Place to the pelican crossing at the junction of Upper Hollingdean Road and Ditchling Road. This would encourage more walking, rather than driving to school.
6. Improved social amenity. Within hours of the street being closed it was apparent that a quite substantial change in the atmosphere on the road had occurred. The most obvious effect was one of increased social activity between neighbours, particularly children. Permanent closure of the street would maintain this change making the road a focal community space.

7. Improved amenity for maisonettes and upper floor flats. Many houses on Hollingbury Road are divided into separate dwellings, commonly a maisonette and garden flat. The upper dwellings rarely have any access to an outside space. Closure of the street makes the road area much more attractive as a recreational space and this is likely to have a substantial positive impact on these residents.

**Survey of Hollingbury Road residents (number of participants = 62)**

1) I would like Hollingbury Road closed permanently to non-essential through traffic

|                   |                |    |        |        |
|-------------------|----------------|----|--------|--------|
| Strongly disagree | Strongly agree |    |        |        |
| 0%                | 0%             | 0% | 17.74% | 82.26% |

2) Hollingbury Road is used as a rat run

|                   |    |       |  |                |
|-------------------|----|-------|--|----------------|
| Strongly disagree |    |       |  | Strongly agree |
| 1.61%             | 0% | 3.23% |  | 17.74%         |

3) Cars travelling on Hollingbury Road invariably speed even though there are speed bumps

|                   |       |       |  |                |
|-------------------|-------|-------|--|----------------|
| Strongly disagree |       |       |  | Strongly agree |
| 0%                | 1.61% | 3.23% |  | 22.58%         |
| 72.58%            |       |       |  |                |

4) Even though HGV's are not supposed to use Hollingbury Road, we still have a high volume of HGV's that do come down from the five-ways junction

|                   |       |       |        |                |
|-------------------|-------|-------|--------|----------------|
| Strongly disagree |       |       |        | Strongly agree |
| 0%                | 1.61% | 1.61% | 30.65% | 66.13%         |

5) Elimination of through motor traffic will decrease pollution on the street

|                   |    |       |  |                |
|-------------------|----|-------|--|----------------|
| Strongly disagree |    |       |  | Strongly agree |
| 0%                | 0% | 4.84% |  | 14.52%         |
| 80.64%            |    |       |  |                |

6) The crossing at the Hollingbury Road/ Upper Hollingdean Road site is dangerous with the amount of traffic that uses this road as a cut through (particularly during the school run)

|                   |    |    |        |                |
|-------------------|----|----|--------|----------------|
| Strongly disagree |    |    |        | Strongly agree |
| 0%                | 0% | 0% | 19.35% | 80.65%         |

7) Closure of Hollingbury Road will improve social amenity for all residents of the street

|                   |    |    |        |                |
|-------------------|----|----|--------|----------------|
| Strongly disagree |    |    |        | Strongly agree |
| 0%                | 0% | 0% | 22.58% | 77.42%         |

8) Closure of Hollingbury Road will create a safer cycling route (connecting Ditchling Road to Upper Hollingdean Road)

|                   |       |       |        |                |
|-------------------|-------|-------|--------|----------------|
| Strongly disagree |       |       |        | Strongly agree |
| 0%                | 1.61% | 3.23% | 16.13% | 79.03%         |

9) Closure of Hollingbury Road will create a safer pedestrian route connecting to the dip (particularly during the school run)

|                   |    |       |        |                |
|-------------------|----|-------|--------|----------------|
| Strongly disagree |    |       |        | Strongly agree |
| 0%                | 0% | 1.61% | 22.58% | 75.81%         |
| 56                |    |       |        |                |

**WRITTEN QUESTIONS****(i) HGV Vehicles in Hangleton Valley- Councillors Barnett, Cox & Janio**

*'The Hangleton Valley area, and Hangleton Valley Drive in particular, is being used as a training area by driver training companies teaching learners to drive Heavy Goods Vehicles (HGVs), coaches and Public Service Vehicles (PSVs).*

*We have witnessed a continual stream of lorries, large vans, flat bed trucks, articulated vehicles, buses and coaches (many towing trailers) being driven along these residential roads. None of these vehicles has any other purpose being in the Hangleton Valley area apart from training drivers.*

*All of the companies providing the driver training come from outside Brighton & Hove and many drive a considerable way to get there (from Lancing, Crawley and even Essex).*

*These residential roads are not built to withstand the weight of these vehicles and serious cracks are forming in the road surface: the cost of repairing this now failing, and potentially hazardous, surface, will fall on the council tax payers of Brighton & Hove.*

*What action can the City Council take in order to deter the use of the Hangleton Valley area for these inappropriate purposes?'*

**(ii) Wheels to Work- Councillor Cox**

*"East Sussex Wheels to Work is a not for profit company which helps people to access work, education and training using affordable rented motorcycles and scooters. The scheme receives funding from East Sussex County Council through their Local Sustainable Transport Fund.*

*Given the success of the recent 'Powered Two-Wheeler' bus lane trial and the potential that this scheme would have in Brighton & Hove to cut rush hour congestion and enable young people in particular to access training and employment, will the Administration agree to meet with East Sussex Wheels to Work to explore how their scheme could be extended to Brighton & Hove?"*



25 November 2014

Brighton & Hove City Council

Penny Thompson – Chief Executive  
Brighton & Hove City Council  
Grand Avenue  
Hove

14 November 2014

Dear Penny,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 25<sup>th</sup> November.

Such is the very welcome increase in cycling throughout Hove, Portslade and Brighton that cycle-racks are often full.

I have been receiving many comments about this from those who use the racks outside Hove Town Hall, on Church Road, George Street, Blatchington Road and the vicinity.

Although I am course aware of the horrendous Budget pressures under which every department has to toil, I should like this Committee to explore ways of increasing this simple measure which is such a boon for all that cycling brings by way of health, time-management - and pleasure.

Councillor Hawtree  
Ward councillor- Central Hove



|                          |  |   |                     |
|--------------------------|--|---|---------------------|
| <b>Subject:</b>          | <b>20mph Programme</b>   |   |                     |
| <b>Date of Meeting:</b>  | <b>25<sup>th</sup> November 2014</b>                             |   |                     |
| <b>Report of:</b>        | <b>Executive Director of Environment Development and Housing</b> |   |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>   | <b>Emma Sheridan</b>                      | <b>Tel: 29-3862</b> |
|                          | <b>Email:</b>  | <b>Emma.sheridan@brighton-hove.gov.uk</b> |                     |
| <b>Ward(s) affected:</b> | <b>All</b>   |   |                     |

## **FOR GENERAL RELEASE**

### **1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to update the Committee on the progress and monitoring of Phases 1 and 2 of the 20mph programme, to outline the results of recent public consultation on proposals for Phase 3 of the programme, to present the revised proposals for Phase 3 informed by the findings of the consultation and to seek approval to progress to the next stage of consultation, namely the advertising of (Speed Limit Orders).
- 1.2. The aims of the 20mph programme in Brighton & Hove are:
- To reduce risk (perceived and actual) of the number and severity of road collisions casualties
  - To help create pleasant, people-centered, streets and public space
  - To encourage and enable more active travel
  - To encourage and enable independent mobility for children, the elderly and other vulnerable people in the City

### **2. RECOMMENDATIONS:**

- 2.1 That the Committee notes the results of the public consultation on proposals to implement 20mph speed limits in Medina Terrace, Mile Oak, Hangleton, Woodingdean, Rottingdean & Ovingdean and Saltdean.
- 2.2 That the Committee notes the positive results of the first year of implementation of Phase 1 of the 20mph programme in Central Brighton & Hove.
- 2.3 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limits for the Hove Park area as described in paragraphs 4.26 to 3.31 and shown in Appendix 4.

- 2.4 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limits for the Medina Terrace area as described in paragraph 4.38.
- 2.4 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Mile Oak area as described in paragraph 4.40.
- 2.5 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Hangleton area as described in paragraphs 4.43 to 4.44
- 2.6 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Rottingdean and Ovingdean area as described in paragraphs 4.47 to 4.49
- 2.7 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit in the Woodingdean area as described in paragraphs 4.51 and shown in Appendix 3.
- 2.8 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit to the Saltdean area as described in paragraphs 4.57 to 4.60.
- 2.9 That the Committee instructs officers to continue the comprehensive monitoring and evaluation programme of the programme report on this to Committee at regular intervals together with any resulting recommendations for alterations or other remedial actions that may be identified.
- 2.10 That the Committee note the ongoing forward programme of the 20mph programme as outlined in paragraph 6.5.

### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 In May 2010, following an investigation into 20mph speed limits and zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC), the panel produced a report containing 15 recommendations (see Background Document 1). In broad terms, the main recommendation was the wider implementation of 20mph speed limits in residential areas and on the roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.
- 3.2 In October 2011, the Department for Transport (DfT) set out a new policy framework for the country's traffic sign systems. Included in this were provisions making it easier for councils to introduce 20mph schemes. This takes the form of a reduction in the need for physical traffic calming measures in 20mph zones by expanding the list of permitted traffic calming measures to include repeater signs and reducing the need for road humps and chicanes.

- 3.3 An outline proposal for the phased introduction of 20mph speed restrictions across the City was considered at the Environment Transport & Sustainability Cabinet Member Meeting in May 2012 where the principles of the proposed implementation programme (see Background Document 4) were agreed. Permission was granted to undertake city wide stakeholder and public consultation, preparatory research, surveys and street character assessments.
- 3.4 On 15<sup>th</sup> January 2013 the Brighton & Hove City Council Transport Committee granted approval for the first phase of implementation of 20mph speed limit programme in central Brighton and Hove (see Background Document 6). The limit came into force on 8th April 2013.
- 3.5 On 4<sup>th</sup> March 2014 the Brighton & Hove City Council Environment, Transport & Sustainability Committee granted approval for the second phase of implementation of 20mph speed limit programme in residential areas of Brighton and Hove (see Background Document 8). The limit came into force on 16th June 2014.

## **4 COMMUNITY ENGAGEMENT & CONSULTATION**

### **Petitions**

#### **4.1 Hove Park**

The Committee received a petition, signed by 116 people, presented at Council on 13 October 2005 by Councillor Bennett. *'I / We support traffic calming and a speed limit of 20mph in The Droveaway, Hove.'*

#### **4.2 Hangleton**

On 30th July 2009, Councillor Barnett presented a petition, signed by 114 people, to the Environment Cabinet Meeting calling for a 20mph speed limit in parts of Hangleton & Knoll. The petition stated that *"We, the undersigned, would like to give our support to Cllr Dawn Barnett, Cllr Tony Janio and Cllr David Smart who are campaigning to reduce the road speed to 20 miles an hour in the Hangleton and Knoll area where there are schools and playgroups."*

#### **4.3 Medina Terrace**

The Environment, Transport and Sustainability Committee received in January 2014 the following petition referred from the meeting of Full Council on 12 December 2013. A total of 121 people signed the petition stating that *"We the undersigned request the Council to set about making Medina Terrace, King's Esplanade and St Aubyn's South 20mph forthwith in order to increase road safety in itself and also improve their alignment with several cycle path junctions"*

### **Public consultation on Phase 3**

- 4.4 Public consultation on the Phase 3 proposals took place between 13th August and 6th October 2014 with the full results shown in Appendix 1. The consultation was carried out utilising 57,989 surveys which were sent across six neighbourhood consultation areas. Area specific consultation materials and surveys were sent to every address, residential and commercial, within the Phase 3 area.

- 4.5 A total of 11 staffed consultation drop in surgeries and residents groups meetings were held and/or attended by officers at 6 locations across the areas covered by the proposals where the public could discuss the proposals with officers and survey forms were available to those who had not received them in the post.
- 4.6 The surveys for all six consultation areas were available on-line via the Council's website consultation portal. The public consultation was widespread, well publicised, reported via local media, social media and by direct mail and email and open to all.

**Headline Results**

- 4.7 A total of 5,634 responses were received to the consultation with 5456 of the respondents identifying as residents of the Phase 3 area. A total of 5543 respondents answered the question relating to their support or opposition of 20mph on their own street. A majority of people (55%) responded that they supported 20mph on their own street.
- 4.8 The results of the consultation suggest a clear majority of respondents in some individual areas support the introduction of 20mph limits on the street that they live on. There are, however, some identifiable areas where the majority of residents do not support lower speed limits or where opinion is more divided.

| <b>Consultation Area</b> | <b>Residents supporting 20mph on the street that they lived</b> |
|--------------------------|---|
| Medina Terrace           | 63%   |
| Mile Oak                 | 60%   |
| Hangleton                | 53%   |
| Woodingdean              | 49%   |
| Rottingdean & Ovingdean  | 69%   |
| Saltdean                 | 51%   |

**Stakeholder Meetings/Correspondence**

- 4.9 A number of meetings have been held with Sussex Police to discuss the detailed proposals for the phase 3 area. The police have raised no objections to the 20mph proposals but have commented that they would not support, without physical changes to the road environment, a reduction from 40mph to 30mph of the speed limit on Warren Road on the western most section of the road as it enters Woodingdean village.
- 4.10 The Police would be closely involved, as they have been with Phases 1 and 2, in the detailed design of any implementation of new speed limits should the Committee approve them.
- 4.11 A meeting was held with the Brighton and Hove Bus Company to discuss the detailed proposals for the Phase 3 area on 8th May 2014. At the meeting and by subsequent letter Brighton and Hove Bus Company Bus stated that they are broadly supportive of the Phase 3 proposals to introduce a 20mph speed limit to a wider area of the city. They strongly supported the retention of 30mph and other higher speed limits on major roads as outlined in the Phase 3 proposals and requested that Warren Road specifically not be reduced to 20mph.

- 4.12 A written response was received from Brighton Area Buswatch. The group, whilst understanding the reasons for the proposed 20mph limits, expressed concerns about negative impact lower speed limits might have on bus services, particularly on supported bus services as raised by Compass Travel. The group support the request of Brighton and Hove Bus Company to retain a 30mph limit on major roads and in particular Warren Road as is outlined in the proposals for Phase 3.
- 4.13 In addition, both the Buswatch group and Brighton and Hove Bus and Coach Company suggested that the potential of piloting variable speed limits be considered if possible.
- 4.15 A written response was received from Compass Travel formally objecting to the proposals, particularly where limits were proposed for streets that were bus routes. Compass Travel stated that a 20mph would make “some of our current timetables unworkable and could ultimately result in a reduction in bus services”. Compass Travel also stated that 20mph limits would see an increase in accidents and that they would increase air pollution.
- 4.16 A written response was received from Bricycles and the CTC strongly supporting the proposals amongst other reasons on the grounds that evidence, both in Brighton and elsewhere, had shown such limits to reduce casualties and collisions improving safety and encouraging more people to walk and cycle.
- 4.17 The Principal Transport Planner offered to attend the Taxi Forum to discuss the Phase 3 proposals. No response was received to the offer made. No written or other response was received from the taxi trade to this public consultation on Phase 3 proposals.

### **Summary & Discussion**

- 4.18 The majority of reasons provided for supporting and opposing the proposals were the same as those raised with regards to the Phase 1 and 2 areas. These issues have been addressed at length in the Committee reports presented to and debated by the Transport Committee in January 2013 (Background Document 6), and the Environment, Transport and Sustainability Committees in December 2013 (Background Document 7) and March 2014 (Background Document 8). As such this report does not repeat the information provided previously but rather addresses only those issues which are new, those that are specific to the Phase 3 consultation and those where new evidence has become available.

### **Phase 1**

- 4.19 A number of respondents to the consultation and the response received from Compass Travel objected to the Phase 3 proposals on the grounds that the first/second phases have not worked. Views were expressed that drivers were ignoring the limits, that speeds had not reduced and that the lower limits had not/would not result in reduced casualties and collisions.
- 4.20 Results from the comprehensive speed surveys that were undertaken across the area in September 2013 and in April 2014 have shown a sustained decrease in speeds on Phase 1 roads. The average reduction across the area has been 1.3mph (which is in line with DfT expectations) rising to 1.7mph in some areas

and as much as 7 or 8mph on individual roads. The average speed across the area is 20mph.

- 4.21 Details of casualty and collision data within in the Phase 1 area was presented at the December 2013 ETS Committee (Background Document 7: paragraph 4.35) and at the March 2014 ETS Committee (Background Document 8: paragraph 4.50).
- 4.22 Further collision and casualty data has become available that covers the first full year of implementation.
- 4.23 As can be seen from Figure 1 below, within the Phase 1 area there have been no fatal collisions since the implementation of the 20mph limit and overall there has been a decrease in the number of collisions and in the number of casualties with the 3 year average prior to implementation. As was the case when earlier figures were presented to the Committee in March 2014, it should be noted that the figures here can only be considered indicative at this stage and in order to have truly statistically robust data it is preferable to have 3 full years of monitoring data as this will ensure that findings are not skewed by seasonal variations or unique/one off events. However, these interim results continue to be well in line with the positive results seen by other cities, are well above the estimated 6% decrease predicted by national government guidance on 20mph speed limits and are an encouraging indication of success at this stage.

**Table 2: Casualty Figures 8<sup>th</sup> April to 7<sup>th</sup> April**

| <b>All Collisions by severity</b> |                                   |                  |                   |
|-----------------------------------|-----------------------------------|------------------|-------------------|
|                                   | <b>3 yr average<br/>2010-2013</b> | <b>2013-2014</b> | <b>Difference</b> |
| <b>Fatal</b>                      | 1                                 | 0                | -1 (100%)         |
| <b>Serious</b>                    | 53                                | 43               | -10 (19%)         |
| <b>Slight</b>                     | 264                               | 221              | -43 (16%)         |
| <b>Total</b>                      | 318                               | 264              | -54 (17%)         |

| <b>All Casualties</b> |                                   |                  |                   |
|-----------------------|-----------------------------------|------------------|-------------------|
|                       | <b>3 yr average<br/>2010-2013</b> | <b>2013-2014</b> | <b>Difference</b> |
| <b>Fatal</b>          | 1                                 | 0                | -1 (100%)         |
| <b>Serious</b>        | 53.7                              | 43               | -10.7 (20%)       |
| <b>Slight</b>         | 317                               | 284              | -33 (10%)         |
| <b>Total</b>          | 371.7                             | 327              | -44.7 (12%)       |

**Phase 2**

- 4.24 As Phase 2, 20mph, limits were only introduced in June 2014, casualty and collision data is not yet available to monitor the impacts of these limits. It is envisaged that initial data, from the first months of implementation will be available to be included in a report to the Committee in January 2015, should approval be given to advertise Phase 3 Speed Limits Orders and as such this data will be available to members prior to making any final decisions on Phase 3.
- 4.25 Speed and traffic monitoring data was been collected for the Phase 2 area. The data is currently being analysed to review the initial impacts of the new speed

limits in this area. Whilst early indications are that speeds have reduced, detailed analysis of this later amount of data is still underway. Detailed analysis will be available to be included in a report to the Committee in January 2015, should approval be given to advertise Phase 3 Speed Limit Order and as such this data will be available to members prior to making any final decision on Phase 3

### **Hove Park**

- 4.26 A Deputation was brought to ETS committee in July 2013 by a number of residents that called for additional streets in the Hove Park area to be reconsidered for 20mph speed limits.
- 4.27 The streets were listed in the Deputation as: Goldstone Crescent, Hove Park Road, Hove Park Way, The Droveaway, Orchard Road, Orchard Gardens, Park View Road, Woodland Drive. Officers were asked to reconsider and report back to the Committee on this area.
- 4.28 Having considered the streets in question, officers have concluded that there is no technical reason to not undertake statutory consultation on 20mph limits for these roads. The recorded speeds in the area and the street character of the roads are in line with the guidance for introducing 20mph speed limits. The area is subject to a high volume of school travel which is likely to increase in the future with the arrival of the Bilingual School. The location of the Park and Recreational Ground also identify this area as one suitable for 20mph limits under the national Government Speed Limit guidance. The results of the public consultation undertaken in this area in 2013, for the streets listed in the Deputation that 122 of the 242 respondents supported 20mph speed limits on their street.
- 4.29 Officers consider that a sensible approach to a potential extension of 20mph limits in this area, such that would create an area that would make sense from a driving perspective, would include the area shown in Appendix 4
- 4.30 The ward Councillors for Hove Park have indicated that they support 20mph limits for Orchard Avenue, Orchard Road, Orchard Gardens, Park View Road, The Droveaway and Goldstone Crescent adjacent to Hove Park.
- 4.31 It is recommended speed limit orders be advertised for the streets concerned to reduce the speed limit to 20mph. Residents would then have the opportunity to support or oppose the reconsideration of 20mph on their streets and the results of this could be reported back to ETS Committee (and local ward councillors) before any final decision was made.

### **Portland Road**

- 4.32 Following opposition to the introduction of a 20mph speed limit on Portland Road expressed during the public consultation on Phase 2 of the programme, officers were requested by the Committee to undertake further evaluation on the data relating to Portland Road and to report back to this Committee.
- 4.33 Officers have undertaken further analysis of the collision and casualty data for Portland Road over the past 3 years. It remains the case that this road has some of the highest collision and casualty numbers in the city. The road character and

recorded road traffic speeds indicate that the road is suitable, under national government guidelines, for consideration of a 20mph speed limit.

4.34 In July 2014, 20mph speed limits were introduced for the side roads leading off Portland Road. In addition, proposals for works on Portland Road, under the Safer Routes to Schools programme, are planned to be presented to the Committee in January 2015 for implementation, if approved, this financial year.

4.35 Consequently, whilst officers consider that a significant reduction in casualty and collision numbers on Portland Road could be achieved via a reduction in the speed limit to 20mph, it is considered prudent, in light of the expressed local opposition to such a reduction and the changes that have been made in and will be proposed for the area this financial year, that further monitoring of the road should be undertaken over the coming 12 months before further recommendations are made to the Committee with regards speed limits for Portland Road.

#### **Revised proposals**

4.36 Taking into consideration the results of the consultation, officers have produced revised proposals for the Phase 3 areas which are now recommended to proceed to the next stage of statutory consultation, namely the advertising of Speed Limit Orders.

4.37 Officer recommendations on revised proposals for each area are detailed below and provided in map format, where relevant, as appendices 2-4 of this report:

#### **Medina Terrace**

4.38 It is recommended on the basis that the consultation responses indicated a clear majority (63%) in favour, that Medina Terrace, Kings Esplanade, Sussex Road and St Aubyn South, be reduced to 20 mph

4.39 The introduction of 20mph speed limits for this area is supported by the ward councillors for Central Hove.

#### **Mile Oak**

4.40 It is recommended that Fox Way retain its existing limit and that, on the basis that the consultation responses indicated a clear majority (60%) in favour, that all other streets within the area, where they are not already, be reduced to 20 mph.

4.41 North Portslade Ward Councillor, Bob Carden, has commented that he is opposed to the introduction of 20mph speed limits except on roads where schools are located.

4.42 At the time of report publication, comments were not yet available from other Councillors representing North Portslade and South Portslade Wards. These will be circulated to the Committee in advance of the meeting, where received, and will be available in hard copy at the meeting itself

#### **Hangleton**

4.43 It is recommended that Hangleton Road retain its existing speed limit. It is also recommended that existing speed limits be retained for the streets to the west of

Hangelton Way ( as shown in Appendix 2), where a majority of the residents who responded (62%) were opposed to lower limits on their streets.

- 4.44 It is recommended that the remaining streets within the Hangleton area be reduced to 20mph in line with the supportive views expressed by the majority (56%) of those in these streets who responded to the consultation.
- 4.45 Hove Park Ward Councillors support the inclusion of Nevill Avenue and Court Farm Road, which fall within this area.
- 4.46 At the time of report publication, comments were not yet available from Councillors representing Hangelton and Knoll ward. These will be circulated to the Committee in advance of the meeting, where received, and will be available in hard copy at the meeting itself

#### **Rottingdean and Ovingdean**

- 4.47 It is recommended that Warren Road, Falmer Road and the A259 retain their existing speed limits.
- 4.48 It is recommended that Roedean Road, Roedean Crescent, Roedean Vale and Roedean Way retain their existing speed limits in line with the views expressed by the majority (73%) of those in those particular streets who responded to the consultation in opposition to the lower limit.
- 4.49 It is recommended, on the basis that a majority (71%) of the consultation responses were supportive, that all other streets within the Rottingdean and Ovingdean area be reduced to 20mph.
- 4.50 At the time of report publication, comments were not yet available from Councillors representing Rottingdean Coastal ward. These will be circulated to the Committee in advance of the meeting, where received, and will be available in hard copy at the meeting itself

#### **Woodingdean**

- 4.51 It is recommended, on the basis that a majority (61%) of the consultation responses were supportive, that streets to the north of Warren Road and west of Falmer Road be reduced to 20mph.
- 4.52 It is recommended, on the basis that a majority (65%) of the consultation responses were supportive, that the speed limit on Warren Road be amended to extend the 30mph speed limit on Warren Road back from its existing start point by the eastern most entrance to the Cemetery to the western most entrance to the Cemetery.
- 4.53 It is noted that there is significant local resident and ward Councillor support for reducing the speed limit on Warren Road to 30mph from the junction with Downland Road, as it enters the village of Woodingdean. In light of the Police opposition to such a move without physical changes to the road environment, officers request additional time to further investigate this section of road before making recommendations. It is envisaged that recommendations could be made to the Committee in January 2015

- 4.54 In the area east of Falmer Road, there is a majority (53%) who are opposed to 20mph limits on their street, however, within the area there is a corridor of strong support along Bexhill Road and Cowley Drive. It is requested that officers be allowed further time to consider the options for this area before making recommendations. It is envisaged that recommendations could be made to the Committee in January 2015.
- 4.55 Ward Councillor, Geoffrey Wells, has commented that he is opposed to the introduction of 20mph speed limits in Woodingdean but supports the reduction of Warren Road to 30mph.
- 4.56 At the time of report publication comments were not yet available from ward Councillor Dee Simson, these will be circulated to the Committee in advance of the meeting and will be available in hard copy at the meeting itself.

### **Saltdean**

- 4.57 It is recommended that all roads in the Saltdean area retain their current speed limits with the exception of a small number of roads as indicated in Appendix 3. The overall consultation results for the Saltdean area showed an evenly split level of opposition to and support for the lower speed limits.
- 4.58 More detailed analysis of the responses showed that this was the case across the area but with support expressed, even by those opposed to the limits in general, for 20mph limits around the school and park. As such it is considered practical to only propose the lower limits in the streets around the school and the park (all of which have a majority of respondents who supported the limits for their streets).
- 4.59 The revised proposals for Saltdean would result in very little of the bus routes, where concerns were raised by Compass Travel, in that area running on 20mph roads. It is considered that as such the journey time concerns identified by Compass Travel would not be realized.
- 4.60 At the time of report publication, comments were not yet available from Councillors representing Rottingdean Coastal ward. These will be circulated to the Committee in advance of the meeting, where received, and will be available in hard copy at the meeting itself

## **5 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 5.1 A variety of alternative options for the 20mph programme have been considered and discussed in previous reports (listed in the Background documents) to Committee during the earlier phases of the programme. This has included the consideration of part time speed limits which the Department for Transport have advised are not a viable option for safety reasons.
- 5.2 Where necessary, following the results of the public consultation, alternative options have been considered for each of the Phase 3 areas. Alternative options to the original proposals are presented, where relevant, in the body of this report under each area heading.

## **6. CONCLUSION**

- 6.1 The majority of those who responded to the Phase 3 consultation supported the introduction of 20mph on the street on which they lived. Support for the lower limits was significantly higher in areas which already had 20mph limits in place on some streets (Portslade village and Rottingdean) but was lower in some other areas (Saltdean and east Woodingdean).
- 6.2 Differences within areas, in terms of local community support, have resulted in officers developing revised proposals for the Phase 3 areas to retain existing speed limits not only along arterial routes into, out of and across the city as previously proposed but also in certain residential areas where the proposals did not have the support of the majority of the community (i.e. streets in Saltdean, in Hangleton to the west of Hangleton Way and in Woodingdean to the east of Falmer Road).
- 6.3 No final decision would be taken on the revised proposals for Phase 3 until the responses to the advertisement of the Speed Limit Orders have been reviewed and reported back to the Environment, Transport and Sustainability Committee. It is expected that this could happen in January 2015, should approval be granted to advertise.
- 6.4 The benefits of 20mph speed limits continue to be recognised nationally and internationally and ongoing interim monitoring of the Phase 1 area of Central Brighton & Hove continues to indicate that these benefits are being realised in the city after the first year of implementation. There remains, however, a continued need for the investigation, monitoring and evaluation of speed limits across the city.
- 6.5 The next steps, subject to the approval of this reports' recommendations are proposed to be:
- Dec 2014: Advertisement of Phase 3 Speed Limit Orders
  - Jan 2015: Report to Committee on SLO objections
  - Jan 2015 - Mar 2015 implementation of Phase 1 remedial measures
  - Mar 2014: Commence implementation of Phase 3 Areas (if applicable)
  - April 2015: Undertake second year monitoring of Phase 1 area
  - July 2015: Undertake first year monitoring of Phase 2 area
  - Nov 2015: Report to Committee on Year 2 results of 20mph programme.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The total LTP budget allocation for the 20mph programme in the 2014-15 financial year is £0.537m as approved at Policy and Resources Committee; which includes allocations to implement the proposed speed reductions and remedial work to support the phase 1 area.

- 7.2 It is anticipated that the costs associated to ongoing maintenance of the scheme will be funded from existing Transport budgets and from future LTP budget allocations.

*Finance Officer Consulted: Steven Bedford      Date: 17 November 2014*

Legal Implications:

- 7.3 The Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 7.4 The Council has to follow the rules on consultation set out by the, government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.5 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders.
- 7.6 Where there are unresolved objections to the Speed Limit Orders, then the matter is required to return to Environment, Transporting Sustainability Committee for a decision.

*Lawyer Consulted: Katie Matthews      Date: 17 November 2014*

Equalities Implications:

- 7.7 The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable children, young people and adults to make more and better use of their local streets.

Sustainability Implications:

- 7.8 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a

result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's 'One Planet Living' programme

Crime & Disorder Implications:

- 7.9 There are no Crime and Disorder Implications of the report at this time

Risk and Opportunity Management Implications:

- 7.10 There is a risk that the desired outcomes of the scheme will not be fully realised. Interim monitoring, however, suggests that this risk is very low and comprehensive monitoring will continue both in the Phase 1 and 2 areas and in the Phase 3 area should it progress to ensure that any issues are identified, addressed and where necessary remedial action taken.

Public Health Implications:

- 7.11 Road casualty reduction is a Public Health priority and an indicator for Domain 1 of the Public Health Outcomes Framework 2013-2016. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph. A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children.
- 7.12 It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling. Physically active adults have less risk of premature death and of chronic diseases, with the direct cost of physical inactivity to the NHS across the UK estimated to be £1.06 billion. For Brighton & Hove this cost is estimated to be **£3,077,340**
- 7.13 Promoting active travel can bring important health benefits but also contributes to objectives in relation to sustainability & congestion & air pollution, especially to reduction in particulate matter. This is discussed above in Background Document 7: paragraph 4.40.
- 7.14 NICE guidance PH 8, PH 25 and PH 31 all recommend speed restrictions and the prioritisation of pedestrian and cyclists as a means to improve public health

Corporate / Citywide Implications:

- 7.15 The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives including those set out in the Corporate Plan, the Road Safety Strategy and the Sustainable Community Strategy

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. 20mph Phase 3 Public Consultation Report
2. Plan showing revised Hangleton Area
3. Plan showing revised Saltdean Area
4. Plan showing proposed Hove Park Area

### **Documents in Members' Rooms**

1. Copies of the written consultation responses received from -
  - Brighton & Hove Bus and Coach Company
  - Compass Travel
  - Bus Users UK
  - Bricycles

### **Background Documents**

1. Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report on 20mph (2010)
2. Speed Limit Review – A & B Class Roads (September 2010)
3. Speed Limit review – 20mph Pilot Schemes (June 2011)
4. Environment and Transport Sustainability Cabinet Member Meeting – “Brighton & Hove – A 20mph City” report (May 2012)
5. Item 32 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (November 2012)
6. Item 52 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (January 2013)
7. Item 49 – Environment Transport and Sustainability Committee Report (December 2013)

8. Item 89 – Environment Transport and Sustainability Committee Report -  
“Brighton and Hove 20mph Limit Phase 2 – Submissions made in response to  
Speed Limit Orders (March 2014)



## 20mph Phase 3

### Background

In April 2013, a 20mph speed limit was introduced in central Brighton & Hove. This was the first phase of a city-wide programme to improve safety in residential and shopping streets across the city. The second phase of the programme saw 20mph limits introduced to many residential areas of the city in July 2014.

This consultation forms part of Phase 3 of the 20mph programme. There are six areas across the outer areas of the city.

### Methodology

Information leaflets and questionnaires were mailed to all:

- 6153 addresses in the Woodingdean area
- 2845 addresses in the Saltdean area
- 2171 addresses in the Ovingdean and Rottingdean area
- 6203 addresses in the Mile Oak area
- 6569 addresses in the Hangleton area
- 237 addresses in the Medina Terrace area

See maps which show the boundary of each consultation area.  
A prepaid envelope was included for a reply.

Addresses were downloaded from ArcGIS which draws down addresses from the Land and Property Gazetteer (a property-based database). Both residential and commercial properties were included. The consultation leaflet contained a map of each area, information about proposals, a list of Frequently Asked Questions plus gave details about public exhibitions where information would be on display and officers available to answer questions.

The consultation was also made publicly available on-line on the council's Consultation Portal.

Exhibitions were held in:

|                     |   |
|---------------------|---|
| Rottingdean Library | Thursday 4 September, 4pm to 7pm<br>Saturday 6 September, 10am to 1pm   |
| Woodingdean Library | Thursday 11 September, 4pm to 7pm<br>Saturday 13 September, 10am to 1pm |
| Mile Oak Library    | Thursday 11 September, 4pm to 7pm<br>Saturday 13 September, 10am to 1pm |
| Saltdean Library    | Friday 19 September, 2pm to 5pm<br>Saturday 20 September, 10am to 1pm   |
| Hangleton Library   | Thursday 25 September, 4pm to 7pm<br>Saturday 27 September, 9am to 1pm  |

The consultation was also advertised on the council's web-site, in the local press and on social media. To give a greater understanding of who said what, a question was included in the questionnaire to determine whether people were responding as a resident, a person who works in the area, a business owner or manager in the area or "other".

# Woodingdean

## Headline Findings

Levels of support for 20mph on their street for respondents living in the Woodingdean area:

- 49.3% overall
- 30.5% for those who drive as part of their job
- 52.3% with children
- 63.0% over the age of 65
- 60.7% for those with disabilities

## Response Rate

1072 responses were received for the Woodingdean Area:

- 978 (91.2%) of these were postal returns
- 88 (8.2%) were online responses
- 6 (0.6%) were collected at exhibitions

1038 responses (97%) responses came from streets within the Woodingdean area. 13 responses were from people who could be identified as living outside the Woodingdean area and 20 responses came from people who did not give address details.

The response rate is 16.9%<sup>1</sup>.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

## Findings

### Support for 20mph for your street

There were 1048 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living in the Woodingdean
- not living in the Woodingdean
- who completed questionnaires (with Woodingdean label or identified themselves as living in this area online) but then did not give address details to confirm this:

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<sup>1</sup> Based on number of valid addresses and responses received for that road. It is acknowledged that some households may have responded more than once eg through the consultation portal and via a paper questionnaire and/or at an exhibition.

| 1048 people answered this question | All Respondents |      | Respondents living in Woodingdean <sup>2</sup> |      | Respondents not living in Woodingdean <sup>3</sup> |      | Respondents with no address details given <sup>4</sup> |      |
|------------------------------------|-----------------|------|--|------|--|------|--|------|
|                                    | Number          | %    | Number   | %    | Number   | %    | Number   | %    |
| Yes                                | 512             | 48.9 | 503  | 49.3 | 6  | 50.0 | 3  | 18.8 |
| No                                 | 536             | 51.1 | 517  | 50.7 | 6  | 50.0 | 13   | 81.2 |
| Total                              | 1048            | 100  | 1020   | 100  | 12   | 100  | 16   | 100  |

Responses for each street are shown in the following table:

**Support 20mph for the street that you live on**

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living in Woodingdean <sup>2</sup> |       |                               |       |
|---------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|-------|
|                     |                      |                     |                   | Support 20mph in street <sup>5</sup>           |       | Don't support 20mph in street |       |
|                     |                      |                     |                   | Number   | %     | Number                        | %     |
| Abinger Road        | 19                   | 5                   | 26.3              | 4  | 80.0  | 1                             | 20.0  |
| Balsdean Road       | 90                   | 42                  | 46.7              | 27   | 64.3  | 15                            | 35.7  |
| Batemans Road       | 67                   | 14                  | 20.9              | 3  | 21.4  | 11                            | 78.6  |
| Baywood Gardens     | 19                   | 4                   | 21.1              | 1  | 25.0  | 3                             | 75.0  |
| Bexhill Road        | 214                  | 32                  | 15.0              | 21   | 65.6  | 11                            | 34.4  |
| Briar Close         | 7                    | 3                   | 42.9              | 3  | 100.0 | 0                             | 0.0   |
| Briarcroft Road     | 20                   | 4                   | 20.0              | 0  | 0.0   | 4                             | 100.0 |
| Broad Green         | 23                   | 2                   | 8.7               | 1  | 50.0  | 1                             | 50.0  |
| Broad Green Mews    | 2                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Brownleaf Road      | 59                   | 12                  | 20.3              | 5  | 41.7  | 7                             | 58.3  |
| Burnham Close       | 20                   | 6                   | 30.0              | 1  | 16.7  | 5                             | 83.3  |
| Bush Close          | 8                    | 3                   | 25.0              | 2  | 100.0 | 0                             | 0.0   |
| Catherine Vale      | 27                   | 5                   | 18.5              | 0  | 0.0   | 5                             | 100.0 |

<sup>2</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>3</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>4</sup> These respondents have completed a questionnaire for the Area but have given no address

<sup>5</sup> There were 1038 responses from within the area but only 1020 of these answered this question.

Discrepancies between the number of respondents per street and those who answered whether they support 20mph for the street they live on are highlighted in yellow, within the table.

## 20mph Phase 3: Consultation Report

| Street or road name  | Number of properties | Number of responses | Response rate (%) | Respondents living in Woodingdean <sup>2</sup> |       |                               |       |
|----------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|-------|
|                      |                      |                     |                   | Support 20mph in street <sup>5</sup>           |       | Don't support 20mph in street |       |
|                      |                      |                     |                   | Number   | %     | Number                        | %     |
| Chalkland Rise       | 54                   | 19                  | 35.2              | 11   | 57.9  | 8                             | 42.1  |
| Channel View Road    | 65                   | 28                  | 43.1              | 23   | 82.1  | 5                             | 17.9  |
| Connell Drive        | 45                   | 12                  | 24.4              | 3  | 27.3  | 8                             | 72.7  |
| Cowley Drive         | 307                  | 65                  | 21.2              | 37   | 56.9  | 28                            | 43.1  |
| Crescent Close       | 8                    | 1                   | 12.5              | 1  | 100.0 | 0                             | 0.0   |
| Crescent Drive North | 164                  | 44                  | 26.8              | 22   | 50.0  | 22                            | 50.0  |
| Crescent Drive South | 141                  | 59                  | 40.0              | 23   | 41.1  | 33                            | 58.9  |
| Deans Close          | 21                   | 9                   | 38.1              | 1  | 12.5  | 7                             | 87.5  |
| Donnington Road      | 43                   | 9                   | 20.9              | 3  | 33.3  | 6                             | 66.7  |
| Downhill View        | 19                   | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Downland Close       | 13                   | 9                   | 69.2              | 8  | 88.9  | 1                             | 11.1  |
| Downland Road        | 76                   | 29                  | 36.8              | 17   | 60.7  | 11                            | 39.3  |
| Downs Valley Road    | 121                  | 31                  | 25.6              | 7  | 22.6  | 24                            | 77.4  |
| Downsview Avenue     | 28                   | 4                   | 14.3              | 2  | 50.0  | 2                             | 50.0  |
| Downsway             | 45                   | 10                  | 22.2              | 5  | 50.0  | 5                             | 50.0  |
| Dudwell Road         | 17                   | 1                   | 5.9               | 1  | 100.0 | 0                             | 0.0   |
| Falmer Gardens       | 45                   | 10                  | 22.2              | 6  | 60.0  | 4                             | 40.0  |
| Falmer Road          | 125                  | 38                  | 29.0              | 14   | 38.9  | 22                            | 61.1  |
| Farm Hill            | 88                   | 22                  | 25.0              | 12   | 54.5  | 10                            | 45.5  |
| Fir Close            | 6                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Foxdown Road         | 69                   | 12                  | 17.4              | 8  | 66.7  | 4                             | 33.3  |
| Frimley Close        | 21                   | 7                   | 33.3              | 2  | 28.6  | 5                             | 71.4  |
| Helena Road          | 9                    | 1                   | 11.1              | 1  | 100.0 | 0                             | 0.0   |
| Heronsdale Road      | 10                   | 2                   | 20.0              | 1  | 50.0  | 1                             | 50.0  |
| Heyworth Close       | 10                   | 1                   | 10.0              | 1  | 100.0 | 0                             | 0.0   |
| Hillview Road        | 13                   | 1                   | 7.7               | 1  | 100.0 | 0                             | 0.0   |
| Holton Hill          | 20                   | 6                   | 30.0              | 3  | 50.0  | 3                             | 50.0  |
| Holtview Road        | 16                   | 8                   | 50.0              | 7  | 87.5  | 1                             | 12.5  |
| Hunns Mere Way       | 32                   | 1                   | 3.1               | 0  | 0.0   | 1                             | 100.0 |
| Hunston Close        | 11                   | 3                   | 27.3              | 1  | 33.3  | 2                             | 66.7  |

## 20mph Phase 3: Consultation Report

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living in Woodingdean <sup>2</sup> |       |                               |       |
|---------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|-------|
|                     |                      |                     |                   | Support 20mph in street <sup>5</sup>           |       | Don't support 20mph in street |       |
|                     |                      |                     |                   | Number   | %     | Number                        | %     |
| Hylden Close        | 6                    | 3                   | 50.0              | 2  | 66.7  | 1                             | 33.3  |
| Ivor Road           | 14                   | 6                   | 38.5              | 2  | 40.0  | 3                             | 60.0  |
| Kevin Gardens       | 18                   | 5                   | 27.8              | 2  | 40.0  | 3                             | 60.0  |
| Kipling Avenue      | 111                  | 26                  | 22.5              | 8  | 32.0  | 17                            | 68.0  |
| Langley Crescent    | 115                  | 18                  | 13.9              | 7  | 43.8  | 9                             | 56.3  |
| Larch Close         | 10                   | 2                   | 20.0              | 0  | 0.0   | 2                             | 100.0 |
| Laughton Road       | 22                   | 6                   | 27.3              | 3  | 50.0  | 3                             | 50.0  |
| Littleworth Close   | 6                    | 2                   | 33.3              | 1  | 50.0  | 1                             | 50.0  |
| Lockwood Close      | 19                   | 5                   | 26.3              | 2  | 40.0  | 3                             | 60.0  |
| Lockwood Crescent   | 62                   | 16                  | 25.8              | 3  | 18.8  | 13                            | 81.3  |
| Maple Close         | 13                   | 6                   | 46.2              | 2  | 33.3  | 4                             | 66.7  |
| Marden Close        | 16                   | 1                   | 6.3               | 1  | 100.0 | 0                             | 0.0   |
| Mcwilliam Road      | 64                   | 22                  | 35.5              | 12   | 54.5  | 10                            | 45.5  |
| Merston Close       | 10                   | 2                   | 20.0              | 2  | 100.0 | 0                             | 0.0   |
| Midway Road         | 9                    | 3                   | 33.3              | 2  | 66.7  | 1                             | 33.3  |
| Millyard Crescent   | 43                   | 11                  | 23.3              | 6  | 60.0  | 4                             | 40.0  |
| Netherfield Green   | 40                   | 8                   | 20.0              | 5  | 62.5  | 3                             | 37.5  |
| Newells Close       | 19                   | 4                   | 21.1              | 3  | 75.0  | 1                             | 25.0  |
| Nolan Road          | 5                    | 2                   | 50.0              | 1  | 50.0  | 1                             | 50.0  |
| Old Parish Lane     | 4                    | 1                   | 33.3              | 0  | 0.0   | 1                             | 100.0 |
| Pinfold Close       | 17                   | 4                   | 23.5              | 1  | 25.0  | 3                             | 75.0  |
| Pitt Gardens        | 20                   | 5                   | 25.0              | 2  | 40.0  | 3                             | 60.0  |
| Ravenswood Drive    | 63                   | 10                  | 15.9              | 5  | 50.0  | 5                             | 50.0  |
| Ridgeway Gardens    | 13                   | 2                   | 15.4              | 0  | 0.0   | 2                             | 100.0 |
| Ridgway Close       | 4                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Rosebery Avenue     | 40                   | 16                  | 40.0              | 11   | 68.8  | 5                             | 31.3  |
| Rosedene Close      | 18                   | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Rudyard Close       | 12                   | 4                   | 33.3              | 1  | 25.0  | 3                             | 75.0  |
| Rudyard Road        | 43                   | 8                   | 19.0              | 4  | 50.0  | 4                             | 50.0  |
| Sandhurst Avenue    | 120                  | 21                  | 17.5              | 15   | 17.8  | 6                             | 28.6  |

## 20mph Phase 3: Consultation Report

| Street or road name     | Number of properties | Number of responses | Response rate (%) | Respondents living in Woodingdean <sup>2</sup> |             |                               |             |
|-------------------------|----------------------|---------------------|-------------------|--|-------------|-------------------------------|-------------|
|                         |                      |                     |                   | Support 20mph in street <sup>5</sup>           |             | Don't support 20mph in street |             |
|                         |                      |                     |                   | Number   | %           | Number                        | %           |
| Sea View Way            | 21                   | 0                   | 0.0               | 0  | 0.0         | 0                             | 0.0         |
| Seaview Road            | 33                   | 9                   | 27.3              | 7  | 77.8        | 2                             | 22.2        |
| Selhurst Road           | 55                   | 10                  | 18.2              | 4  | 40.0        | 6                             | 60.0        |
| Sherrington Road        | 18                   | 5                   | 27.8              | 4  | 80.0        | 1                             | 20.0        |
| Shipleigh Road          | 29                   | 6                   | 20.7              | 2  | 33.3        | 4                             | 66.7        |
| Spears Walk             | 12                   | 1                   | 8.3               | 0  | 0.0         | 1                             | 100.0       |
| Stanstead Crescent      | 99                   | 16                  | 15.2              | 9  | 60.0        | 6                             | 40.0        |
| Sutton Close            | 20                   | 2                   | 10.0              | 1  | 50.0        | 1                             | 50.0        |
| Sycamore Close          | 24                   | 6                   | 25.0              | 1  | 16.7        | 5                             | 83.3        |
| The Brow                | 97                   | 28                  | 28.9              | 8  | 28.6        | 20                            | 71.4        |
| The Ridgway             | 162                  | 54                  | 33.3              | 25   | 46.3        | 29                            | 53.7        |
| Treetops Close          | 8                    | 1                   | 12.5              | 0  | 0.0         | 1                             | 100.0       |
| Treyford Close          | 17                   | 2                   | 11.8              | 0  | 0.0         | 2                             | 100.0       |
| Truleigh Close          | 20                   | 6                   | 30.0              | 5  | 83.3        | 1                             | 16.7        |
| Vernon Avenue           | 56                   | 21                  | 38.2              | 13   | 61.9        | 8                             | 38.1        |
| Warren Avenue           | 42                   | 18                  | 43.9              | 6  | 33.3        | 12                            | 66.7        |
| Warren Close            | 9                    | 3                   | 33.3              | 1  | 33.3        | 2                             | 66.7        |
| Warren Rise             | 9                    | 6                   | 55.6              | 5  | 100.0       | 0                             | 0.0         |
| Warren Road             | 138                  | 37                  | 25.9              | 15   | 42.9        | 20                            | 57.1        |
| Warren Way              | 116                  | 12                  | 10.3              | 5  | 41.7        | 7                             | 58.3        |
| West View Close         | 3                    | 1                   | 33.3              | 0  | 0.0         | 1                             | 100.0       |
| Willow Close            | 9                    | 1                   | 11.1              | 0  | 0.0         | 1                             | 100.0       |
| <b>Woodingdean Area</b> | <b>4170</b>          | <b>1038</b>         | <b>24.6</b>       | <b>503</b>                                     | <b>49.3</b> | <b>517</b>                    | <b>50.7</b> |

### Respondents who drive as part of their job (not including commuting to/from work)

| 1053 people answered this question | All responses |            | Respondents living in Woodingdean <sup>2</sup> |            | Respondents not living in Woodingdean <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|------------------------------------|---------------|------------|--|------------|--|------------|--|------------|
|                                    | Number        | %          | Number   | %          | Number   | %          | Number   | %          |
| Drive                              | 214           | 20.3       | 207  | 20.1       | 2  | 15.4       | 5  | 27.8       |
| Don't drive                        | 839           | 79.7       | 815  | 79.9       | 11   | 84.6       | 13   | 72.2       |
| <b>Total</b>                       | <b>1053</b>   | <b>100</b> | <b>1022</b>                                    | <b>100</b> | <b>13</b>  | <b>100</b> | <b>18</b>  | <b>100</b> |

1022 respondents who live within the Woodingdean Area said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job as follows:

| 199 people answered the question (principle driving job) | Respondents living in Woodingdean <sup>2</sup> |            |               |             |                     |             |
|--|--|------------|---------------|-------------|---------------------|-------------|
|  | Principle Driving Job                          |            | Support 20mph |             | Don't support 20mph |             |
|  | Number   | %          | Number        | %           | Number              | %           |
| Taxi driver  | 7  | 3.5        | 3             | 42.9        | 4                   | 57.1        |
| Delivery driver  | 13   | 6.5        | 0             | 0           | 11                  | 100         |
| Bus driver   | 7  | 3.5        | 5             | 71.4        | 2                   | 28.6        |
| Tradesperson   | 49   | 24.6       | 16            | 32.0        | 34                  | 68.0        |
| Health visitor/ district nurse/ care worker              | 36   | 18         | 15            | 41.7        | 21                  | 58.3        |
| Other:   | 87   | 43.7       | 38            | 43.7        | 49                  | 56.3        |
| <b>Total</b>   | <b>199</b>                                     | <b>100</b> | <b>53</b>     | <b>30.5</b> | <b>121</b>          | <b>69.5</b> |

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (30.5%) than the overall figure for the area of 49.3%.

**Support for 20mph speed limits for the whole of the Woodingdean Area**

| 1053 people answered this question       | All Respondents |            | Respondents living in Woodingdean <sup>2</sup> |            | Respondents not living in Woodingdean <sup>3</sup> |             | Respondents with no address details given <sup>4</sup> |            |
|--|-----------------|------------|--|------------|--|-------------|--|------------|
|  | Number          | %          | Number   | %          | Number   | %           | Number   | %          |
| Yes – I support the proposals            | 341             | 32.4       | 332  | 32.5       | 6  | 46.2        | 3  | 16.7       |
| Yes – support the proposals with changes | 176             | 16.7       | 171  | 16.7       | 2  | 15.4        | 3  | 16.7       |
| No – I do not support the changes        | 536             | 50.9       | 519  | 50.8       | 5  | 38.5        | 12   | 66.7       |
| <b>Total</b>                             | <b>1053</b>     | <b>100</b> | <b>1022</b>                                    | <b>100</b> | <b>13</b>  | <b>50.8</b> | <b>18</b>  | <b>100</b> |

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons.

The information this provided is illustrated below:

| Comments                                 | Respondents living in Woodingdean <sup>2</sup> |
|--|--|
|  | Number   |
| Unnecessary                              | 145  |
| Improve safety                           | 124  |
| Cost/ waste of money                     | 115  |
| Cause congestion                         | 112  |
| Unenforceable/ will be/ is being ignored | 110  |

## 20mph Phase 3: Consultation Report

|  |     |
|--|-----|
| Would support around schools (& hospitals)/ during school drop off / pick up times | 101 |
| Will address speeding  | 86  |
| Too slow / will increase journey time  | 76  |
| Create pollution   | 70  |
| Use other traffic calming methods  | 37  |
| Useful to address rat runs in residential areas                                    | 35  |
| Would be dangerous   | 30  |
| Dispute / reject safety claims   | 30  |
| Consultation criticism / already decided   | 11  |
| Will have negative impact on buses   | 10  |
| Hasn't worked where implemented  | 7   |
| Don't want signage   | 5   |
| Preferable to other traffic calming  | 4   |
| Will improve pollution levels  | 4   |
| Generally supportive   | 3   |

### Support for Warren Road becoming 20mph

| Warren Road                                  | Respondents living in Woodingdean <sup>2</sup> |      |                 |      |                 |      | Total responses |
|--|--|------|-----------------|------|-----------------|------|-----------------|
|  | Should be 20mph                                |      | Should be 30mph |      | Should be 40mph |      |                 |
|  | Number   | %    | Number          | %    | Number          | %    |                 |
| Start of houses in west to Channel View Road | 163  | 16.7 | 534             | 54.7 | 279             | 28.6 | 976             |
| Channel View Road to Hospital                | 187  | 20.1 | 605             | 64.9 | 140             | 15.0 | 932             |
| Hospital to Falmer Road                      | 317  | 32.9 | 594             | 61.7 | 52              | 5.4  | 963             |

This also needs to be compared to residents on Warren Road. 42.9% of whom support 20mph.

| Warren Road                                  | Respondents not living in Woodingdean <sup>2</sup> |      |                 |      |                 |      | Total responses |
|--|--|------|-----------------|------|-----------------|------|-----------------|
|  | Should be 20mph                                    |      | Should be 30mph |      | Should be 40mph |      |                 |
|  | Number   | %    | Number          | %    | Number          | %    |                 |
| Start of houses in west to Channel View Road | 5  | 41.7 | 3               | 25.0 | 4               | 33.3 | 12              |
| Channel View Road to Hospital                | 5  | 45.5 | 4               | 36.4 | 2               | 18.2 | 11              |
| Hospital to Falmer Road                      | 5  | 45.5 | 4               | 36.4 | 2               | 18.2 | 11              |

**Additional Roads to stay at their existing speed**

Respondents were asked to name any additional roads they felt should stay at their existing speed. There were a total of 1098 responses from 1039 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. The table below shows the streets which were mentioned most often (not including the boundary roads, Warren Road (asked about in Q6), roads only mentioned once or roads from outside the area.)

| Additional Roads to stay at their existing speed | Respondents living in the Woodingdean <sup>2</sup> |
|--|--|
|  | Number of responses                                |
| ALL  | 163  |
| Falmer Road                                      | 36   |
| Cowley Drive                                     | 16   |
| Bexhill Road                                     | 11   |
| Main Roads/ arterial routes                      | 11   |
| Downland Road                                    | 7  |
| The Ridgeway                                     | 7  |
| Crescent Drive South                             | 6  |
| Crescent Drive North                             | 4  |
| Downs Valley Road                                | 3  |
| Warren Way                                       | 2  |
| Channel View Road                                | 2  |

**Additional Roads to change to 20mph**

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 88 responses from 62 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including Warren Road (asked about in Q6). Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to reduce to 20mph | Respondents living in the Woodingdean <sup>2</sup> |
|-------------------------------------|--|
|                                     | Number of responses                                |
| Side Roads/ Residential             | 17   |
| Bexhill Road                        | 16   |
| Falmer Road                         | 14   |
| Cowley Drive                        | 8  |
| Crescent Drive South                | 4  |
| Downs Valley Road                   | 4  |
| Channel View Road                   | 3  |
| Downland Road                       | 3  |
| Langley Crescent                    | 3  |
| Sandhurst Avenue                    | 3  |
| Balsdean Road                       | 3  |
| Crescent Drive North                | 2  |
| The Ridgeway                        | 2  |
| Warren Way                          | 2  |

**Children and/or young people in households in Woodingdean**

|   | Respondents living in Woodingdean <sup>2</sup> |          |
|---|--|----------|
|   | Number   | %        |
| All respondents with children aged 0 to 18 <sup>6</sup> | 270  | 26.0     |
| No children   | 752  | 72.4     |
| <b>Total</b>  | <b>1022</b>                                    | <b>-</b> |

There were 180 respondents who identified as having children aged 0-11 (17.3%). And 128 respondents who identified having children aged 12-18 (12.3%). Households with children (0 – 18) show higher levels of support for their street (52.3%) compared to all respondents from the area (49.3%).

**Work/ live or own or manage a business in Woodingdean**

Respondents could tick more than one option:

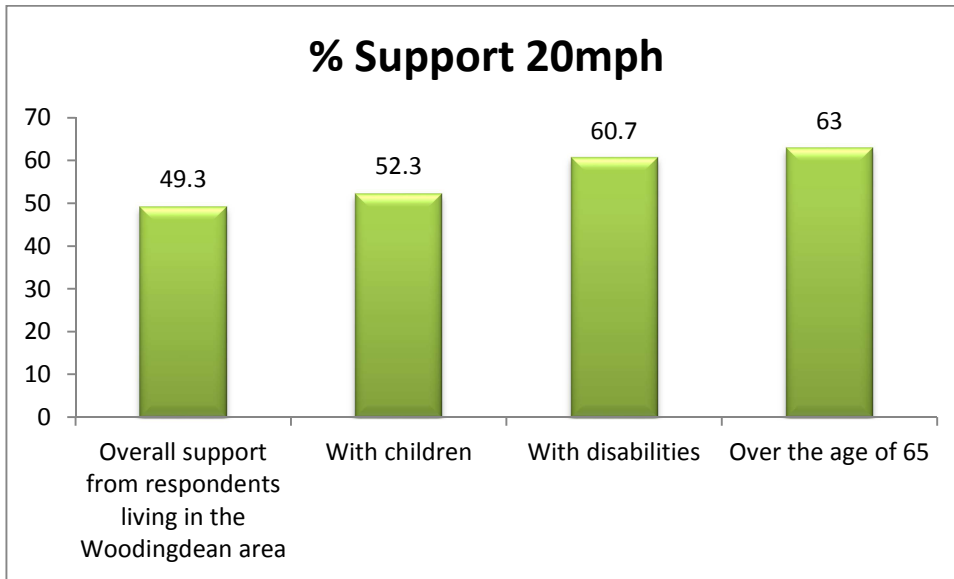
|  | Respondents living in Woodingdean <sup>2</sup> |
|--|--|
|  | Number   |
| A resident                               | 1023   |
| A business owner/ or manager in the area | 29   |
| A person who works in the area           | 62   |
| Other (please state)                     | 9  |
| <b>Total</b>                             | <b>1123</b>                                    |

**Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65**

| Respondents:               | Respondents living in Woodingdean <sup>2</sup> |             |                     |             |
|----------------------------|--|-------------|---------------------|-------------|
|                            | Support 20mph                                  |             | Don't support 20mph |             |
|                            | Number   | %           | Number              | %           |
| With children aged 0 to 11 | 101  | 57.4        | 75                  | 42.6        |
| With children aged 12-18   | 60   | 47.6        | 66                  | 52.4        |
| With any aged children     | 138  | 52.3        | 126                 | 47.7        |
| With disabilities          | 108  | 60.7        | 70                  | 39.3        |
| Over the age of 65         | 243  | 63.0        | 153                 | 37          |
| <b>Woodingdean</b>         | <b>503</b>                                     | <b>49.3</b> | <b>517</b>          | <b>50.7</b> |

<sup>6</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

Levels of support are shown in graph format below:



### Demographic Information

Respondents were asked the following questions for Equalities monitoring:

| Age          | All Responses |            |
|--------------|---------------|------------|
|              | Number        | %          |
| U18          | 1             | 0.1        |
| 18-24        | 10            | 1.5        |
| 25-34        | 50            | 7.4        |
| 35-44        | 103           | 15.2       |
| 45-54        | 139           | 20.5       |
| 55-64        | 121           | 17.8       |
| 65-74        | 135           | 19.9       |
| 75+          | 119           | 17.6       |
| <b>Total</b> | <b>678</b>    | <b>100</b> |

| Gender       | All Responses |            |
|--------------|---------------|------------|
|              | Number        | %          |
| Male         | 319           | 42.1       |
| Female       | 439           | 57.9       |
| <b>Total</b> | <b>758</b>    | <b>100</b> |

| Do you identify as the gender you were assigned at birth? | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Yes   | 669           | 98.7       |
| No  | 9             | 1.3        |
| <b>Total</b>  | <b>678</b>    | <b>100</b> |

| Armed Forces Service   | All Responses |                |
|--|---------------|----------------|
|  | Number        | % <sup>7</sup> |
| Are you currently serving in the UK Armed Forces (this includes reservists or part-time service eg Territorial Army) | 1             | 0.1            |
| Have you ever served in the UK Armed Forces?   | 78            | 11.2           |
| Are you a member of a current or former serviceman or woman's immediate family/ household?                           | 34            | 5.2            |

| Ethnicity              |   | All Responses |            |
|------------------------|---|---------------|------------|
|                        |   | Number        | %          |
| White                  | English/ Welsh/ Scottish/ Northern Irish/ British | 702           | 92.5       |
|                        | Irish   | 7             | 0.9        |
|                        | Gypsy or Irish Traveller                          | 0             | 0          |
|                        | Any other white background                        | 22            | 2.9        |
| Asian or Asian British | Bangladeshi                                       | 2             | 0.3        |
|                        | Indian  | 3             | 0.4        |
|                        | Pakistani   | 1             | 0.1        |
|                        | Chinese   | 3             | 0.4        |
|                        | Any other Asian background                        | 6             | 0.8        |
| Black or Black British | African   | 1             | 0.1        |
|                        | Caribbean   | 0             | 0          |
|                        | Any other Black background                        | 4             | 0.5        |
| Mixed                  | Asian & White                                     | 1             | 0.1        |
|                        | Black African & White                             | 0             | 0          |
|                        | Black Caribbean & White                           | 0             | 0          |
|                        | Any other mixed background                        | 4             | 0.5        |
| Any other ethnic group | Arab  | 0             | 0          |
|                        | Any other ethnic group                            | 3             | 0.4        |
| <b>Total</b>           |   | <b>759</b>    | <b>100</b> |

| Sexual orientation     | All Responses |            |
|------------------------|---------------|------------|
|                        | Number        | %          |
| Heterosexual/ straight | 640           | 94.4       |
| Lesbian/ Gay woman     | 9             | 1.3        |
| Gay Man                | 17            | 2.5        |
| Bisexual               | 12            | 1.8        |
| Other                  | 0             | 0          |
| <b>Total</b>           | <b>678</b>    | <b>100</b> |

<sup>7</sup> Of those who answered Yes to carer

| What is your religion or belief? | All Responses |            |
|----------------------------------|---------------|------------|
|                                  | Number        | %          |
| I have no particular religion    | 204           | 28.0       |
| Buddhist                         | 10            | 1.4        |
| Christian                        | 403           | 55.4       |
| Hindu                            | 11            | 1.5        |
| Jain                             | 3             | 0.4        |
| Jewish                           | 1             | 0.1        |
| Muslim                           | 11            | 1.5        |
| Pagan                            | 3             | 0.4        |
| Sikh                             | 1             | 0.1        |
| Agnostic                         | 9             | 1.2        |
| Atheist                          | 45            | 6.2        |
| Other                            | 9             | 1.2        |
| Other Philosophical belief       | 18            | 2.5        |
| <b>Total</b>                     | <b>728</b>    | <b>100</b> |

| Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes, a little  | 105           | 14.1       |
| Yes, a lot   | 83            | 11.2       |
| No   | 556           | 74.7       |
| <b>Total</b>   | <b>744</b>    | <b>100</b> |

| Please state the type of impairment which applies to you. | All Responses |                |
|---|---------------|----------------|
|   | Number        | % <sup>8</sup> |
| Physical impairment                                       | 83            | 44.1           |
| Sensory impairment  | 7             | 3.7            |
| Learning disability/ difficulty                           | 4             | 2.1            |
| Long-standing illness                                     | 67            | 35.6           |
| Mental health condition                                   | 17            | 9.0            |
| Development condition                                     | 3             | 1.6            |
| Other   | 1             | 0.5            |
| <b>Total responses</b>                                    | <b>182</b>    | <b>-</b>       |

| Are you a carer? | All Responses |            |
|------------------|---------------|------------|
|                  | Number        | %          |
| Yes              | 96            | 12.9       |
| No               | 649           | 87.1       |
| <b>Total</b>     | <b>745</b>    | <b>100</b> |

| If yes do you care for? | All Responses |                |
|-------------------------|---------------|----------------|
|                         | Number        | % <sup>9</sup> |
| Parent                  | 35            | 36.4           |

<sup>8</sup> Of those respondents who answered Yes to disability. Respondents could tick more than one option, therefore percentages won't add up to 100.

<sup>9</sup> Of those respondents who answered yes to carer. Respondents could tick more than one option therefore percentages won't add to 100%.

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|                          |           |          |
|--------------------------|-----------|----------|
| Child with special needs | 15        | 15.6     |
| Other family member      | 9         | 9.4      |
| Partner/ spouse          | 29        | 30.2     |
| Friend                   | 3         | 3.1      |
| Other (please state)     | 2         | 2.1      |
| <b>Total responses</b>   | <b>93</b> | <b>-</b> |

# Saltdean

## Headline Findings

Levels of support for 20mph on their street for respondents living within Saltdean Area:

- 50.6% overall
- 40.6% for those who drive as part of their job
- 48.9% with children
- 67.7% over the age of 65
- 69.9% for those with disabilities

## Response Rate

913 responses were received for the Saltdean Area.

- 833 (91.2%) of these were forms received by post
- 73 (8.0%) were online responses
- 7 (0.8%) were collected at exhibitions

897 responses (98.2%) responses came from streets within the Saltdean area. 11 responses were from people who could be identified as living outside the Saltdean area and 5 responses came from people who did not give address details.

The response rate is 31.5%<sup>10</sup>

## Findings

### Support for 20mph for your street

There were 903 responses to this question. The table below shows levels of support from those who can be identified as:

- living in the Saltdean area
- not living in the Saltdean area
- who completed questionnaires (with Saltdean label or identified themselves as living in this area online) but then did not give address details to confirm this:

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<sup>10</sup> Based on number of valid addresses and responses received for that road. It is acknowledged that some households may have responded more than once eg through the consultation portal and via a paper questionnaire and/or at an exhibition

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| 903 people answered this question | All Respondents |      | Respondents living in the Saltdean Area <sup>11</sup> |      | Respondents not living in the Saltdean Area <sup>12</sup> |      | Respondents with no address details given <sup>13</sup> |       |
|-----------------------------------|-----------------|------|---|------|---|------|---|-------|
|                                   | Number          | %    | Number  | %    | Number  | %    | Number  | %     |
| Yes                               | 454             | 50.3 | 449   | 50.6 | 5   | 45.5 | 0   | 0.0   |
| No                                | 449             | 49.7 | 438   | 49.4 | 6   | 54.5 | 5   | 100.0 |
| Total                             | 903             | 100  | 887   | 100  | 11  | 100  | 5   | 100   |

Responses for each street are shown in the following table:

| Street or road name   | Number of properties | Number of responses <sup>14</sup> | Response rate (%) | Respondents living in the Saltdean Area: <sup>2</sup> |       |                               |      |
|-----------------------|----------------------|-----------------------------------|-------------------|---|-------|-------------------------------|------|
|                       |                      |                                   |                   | Support 20mph in street                               |       | Don't support 20mph in street |      |
|                       |                      |                                   |                   | Number  | %     | Number                        | %    |
| Abbotsbury Close      | 12                   | 2                                 | 16.7              | 1   | 50.0  | 1                             | 50.0 |
| Arlington Gardens     | 32                   | 11                                | 34.4              | 5   | 45.5  | 6                             | 54.5 |
| Arundel Drive East    | 25                   | 5                                 | 20.0              | 5   | 100.0 | 0                             | 0.0  |
| Arundel Drive West    | 30                   | 12                                | 40.0              | 9   | 75.0  | 3                             | 25.0 |
| Ashdown Avenue        | 48                   | 13                                | 27.1              | 8   | 61.5  | 5                             | 38.5 |
| Berwick Road          | 9                    | 3                                 | 33.3              | 2   | 66.7  | 1                             | 33.3 |
| Bevendean Avenue      | 33                   | 18                                | 54.5              | 8   | 44.4  | 10                            | 55.6 |
| Bishopstone Drive     | 42                   | 9                                 | 21.4              | 3   | 33.3  | 6                             | 66.7 |
| Chichester Drive East | 105                  | 36                                | 34.3              | 19  | 52.8  | 17                            | 47.2 |
| Chichester Drive West | 81                   | 31                                | 38.3              | 19  | 61.3  | 12                            | 38.7 |
| Chiltington Close     | 23                   | 11                                | 47.8              | 4   | 36.4  | 7                             | 63.6 |
| Chiltington Way       | 45                   | 18                                | 40.0              | 14  | 77.8  | 4                             | 22.2 |
| Chorley Avenue        | 42                   | 12                                | 28.6              | 5   | 41.7  | 7                             | 58.3 |
| Coombe Rise           | 32                   | 13                                | 40.6              | 4   | 30.8  | 9                             | 69.2 |
| Coombe Vale           | 92                   | 39                                | 42.4              | 23  | 60.5  | 15                            | 39.5 |
| Cranleigh Avenue      | 22                   | 8                                 | 36.4              | 5   | 62.5  | 3                             | 37.5 |
| Edward Avenue         | 11                   | 2                                 | 18.2              | 2   | 100.0 | 0                             | 0.0  |
| Effingham Close       | 20                   | 10                                | 50.0              | 5   | 55.6  | 4                             | 44.4 |

<sup>11</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>12</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>13</sup> These respondents have completed a questionnaire for the Area but have given no address

<sup>14</sup> There were 897 responses from within the area but only 887 of these answered this question.

Discrepancies between the number of respondents per street and those who answered whether they support 20mph for the street they live on are highlighted in yellow, within the table.

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| Street or road name | Number of properties | Number of responses <sup>14</sup> | Response rate (%) | Respondents living in the Saltdean Area: <sup>2</sup> |       |                               |      |
|---------------------|----------------------|-----------------------------------|-------------------|---|-------|-------------------------------|------|
|                     |                      |                                   |                   | Support 20mph in street                               |       | Don't support 20mph in street |      |
|                     |                      |                                   |                   | Number  | %     | Number                        | %    |
| Eileen Avenue       | 12                   | 4                                 | 33.3              | 1   | 25.0  | 3                             | 75.0 |
| Falmer Avenue       | 47                   | 17                                | 36.2              | 11  | 64.7  | 6                             | 35.3 |
| Founthill Avenue    | 18                   | 4                                 | 22.2              | 2   | 50.0  | 2                             | 50.0 |
| Founthill Road      | 8                    | 0                                 | 0.0               | 0   | 0.0   | 0                             | 0.0  |
| Glynde Avenue       | 17                   | 11                                | 64.7              | 5   | 45.5  | 6                             | 54.5 |
| Glyndebourne Avenue | 10                   | 2                                 | 20.0              | 2   | 100.0 | 0                             | 0.0  |
| Greenbank Avenue    | 105                  | 41                                | 39.1              | 22  | 53.7  | 19                            | 46.3 |
| Hailsham Avenue     | 25                   | 7                                 | 28.0              | 3   | 50.0  | 3                             | 50.0 |
| Hawthorn Close      | 35                   | 15                                | 42.9              | 7   | 46.7  | 8                             | 53.3 |
| Heathfield Avenue   | 26                   | 6                                 | 23.1              | 5   | 83.3  | 1                             | 16.7 |
| Hempstead Road      | 15                   | 4                                 | 26.7              | 3   | 75.0  | 1                             | 25.0 |
| Hilgrove Road       | 16                   | 6                                 | 37.5              | 3   | 60.0  | 2                             | 40.0 |
| Hill Road           | 1                    | 0                                 | 0.0               | 0   | 0.0   | 0                             | 0.0  |
| Lenham Avenue       | 70                   | 34                                | 48.6              | 16  | 47.1  | 18                            | 52.9 |
| Lenham Road East    | 17                   | 8                                 | 47.1              | 4   | 50.0  | 4                             | 50.0 |
| Linchmere Avenue    | 27                   | 9                                 | 33.3              | 4   | 44.4  | 5                             | 55.6 |
| Lindfield Close     | 26                   | 7                                 | 26.9              | 1   | 20.0  | 4                             | 80.0 |
| Longridge Avenue    | 119                  | 29                                | 24.4              | 15  | 51.7  | 14                            | 48.3 |
| Looes Barn Close    | 10                   | 3                                 | 30.0              | 1   | 33.3  | 2                             | 66.7 |
| Lustrells Close     | 29                   | 5                                 | 17.2              | 2   | 40.0  | 3                             | 60.0 |
| Lustrells Crescent  | 94                   | 39                                | 41.5              | 16  | 42.1  | 22                            | 57.9 |
| Lustrells Vale      | 266                  | 46                                | 17.3              | 26  | 57.8  | 19                            | 42.2 |
| Marine Close        | 10                   | 1                                 | 10.0              | 1   | 100.0 | 0                             | 0.0  |
| Marine Drive        | 27                   | 7                                 | 25.9              | 1   | 14.3  | 6                             | 85.7 |
| Mount Drive         | 19                   | 10                                | 52.6              | 3   | 30.0  | 7                             | 70.0 |
| Oaklands Avenue     | 37                   | 11                                | 29.7              | 6   | 54.5  | 5                             | 45.5 |
| Perry Hill          | 29                   | 7                                 | 24.1              | 2   | 28.6  | 5                             | 71.4 |
| Ridgewood Avenue    | 34                   | 10                                | 29.4              | 5   | 50.0  | 5                             | 50.0 |
| Rodmell Avenue      | 34                   | 13                                | 38.2              | 10  | 76.9  | 3                             | 23.1 |
| Saltdean Drive      | 83                   | 28                                | 33.7              | 11  | 39.3  | 17                            | 60.7 |

## 20mph Phase 3: Consultation Report

| Street or road name    | Number of properties | Number of responses <sup>14</sup> | Response rate (%) | Respondents living in the Saltdean Area: <sup>2</sup> |             |                               |             |
|------------------------|----------------------|-----------------------------------|-------------------|---|-------------|-------------------------------|-------------|
|                        |                      |                                   |                   | Support 20mph in street                               |             | Don't support 20mph in street |             |
|                        |                      |                                   |                   | Number  | %           | Number                        | %           |
| Saltdean Park Road     | 11                   | 2                                 | 18.2              | 0   | 0.0         | 2                             | 100.0       |
| Saltdean Vale          | 109                  | 35                                | 32.1              | 17  | 50.0        | 17                            | 50.0        |
| Saxon Close            | 11                   | 4                                 | 36.4              | 2   | 66.7        | 1                             | 33.3        |
| Shepham Avenue         | 30                   | 11                                | 36.7              | 3   | 27.3        | 8                             | 72.7        |
| Stanmer Avenue         | 41                   | 14                                | 34.2              | 5   | 35.7        | 9                             | 64.3        |
| Suez Way               | 160                  | 23                                | 14.4              | 11  | 47.8        | 12                            | 52.2        |
| Tremola Avenue         | 18                   | 4                                 | 22.2              | 2   | 50.0        | 2                             | 50.0        |
| Tumulus Road           | 102                  | 47                                | 46.1              | 20  | 42.6        | 27                            | 57.4        |
| Vale Road              | 5                    | 0                                 | 0.0               | 0   | 0.0         | 0                             | 0.0         |
| Westfield Avenue       | 15                   | 4                                 | 26.7              | 2   | 50.0        | 2                             | 50.0        |
| Westfield Avenue North | 57                   | 20                                | 35.1              | 12  | 60.0        | 8                             | 40.0        |
| Westfield Avenue South | 19                   | 5                                 | 26.3              | 2   | 40.0        | 3                             | 60.0        |
| Westfield Rise         | 21                   | 6                                 | 28.6              | 2   | 33.3        | 4                             | 66.7        |
| Westmeston Avenue      | 64                   | 22                                | 34.4              | 11  | 50.0        | 11                            | 50.0        |
| Wicklands Avenue       | 34                   | 7                                 | 20.6              | 4   | 57.1        | 3                             | 42.9        |
| Winton Avenue          | 25                   | 11                                | 44.0              | 3   | 27.3        | 8                             | 72.7        |
| Withyham Avenue        | 93                   | 20                                | 21.5              | 11  | 55.0        | 9                             | 45.0        |
| Wivelsfield Road       | 60                   | 25                                | 41.7              | 13  | 52.0        | 12                            | 48.0        |
| <b>Saltdean Area</b>   | <b>2845</b>          | <b>897</b>                        | <b>31.5</b>       | <b>449</b>  | <b>50.6</b> | <b>438</b>                    | <b>49.4</b> |

There were 897 responses from within the area but only 887 of these answered the question.

### Respondents who drive as part of their job (not including commuting to/from work)

| 896 people answered this question | All responses |      | Respondents living in the Saltdean Area <sup>2</sup> |      | Respondents not living in the Saltdean Area <sup>3</sup> |      | Respondents with no address details given <sup>4</sup> |      |
|-----------------------------------|---------------|------|--|------|--|------|--|------|
|                                   | Number        | %    | Number   | %    | Number   | %    | Number   | %    |
| Drive                             | 166           | 18.5 | 161  | 18.3 | 3  | 27.3 | 2  | 50.0 |
| Don't drive                       | 730           | 81.5 | 720  | 81.7 | 8  | 72.7 | 2  | 50.0 |
| Total                             | 896           | 100  | 881  | 100  | 11   | 100  | 4  | 100  |

161 respondents who live within Saltdean said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job as follows

| 161 people answered this question (principle driving job) | Respondents living in the Saltdean Area <sup>2</sup> |            |                             |             |                     |             |
|---|--|------------|-----------------------------|-------------|---------------------|-------------|
|   | Principle Driving Job                                |            | Support 20mph <sup>15</sup> |             | Don't support 20mph |             |
|   | Number   | %          | Number                      | %           | Number              | %           |
| Taxi driver   | 9  | 5.6        | 3                           | 33.3        | 6                   | 66.7        |
| Delivery driver   | 4  | 2.5        | 3                           | 75.0        | 1                   | 25.0        |
| Bus driver  | 4  | 2.5        | 2                           | 50.0        | 2                   | 50.0        |
| Tradesperson  | 40   | 24.8       | 12                          | 30.0        | 28                  | 70.0        |
| Health visitor/ district nurse/ care worker               | 25   | 15.5       | 16                          | 64.0        | 9                   | 36.0        |
| Other:  | 79   | 49.1       | 29                          | 37.2        | 49                  | 62.8        |
| <b>Total</b>  | <b>161</b>   | <b>100</b> | <b>65</b>                   | <b>40.6</b> | <b>95</b>           | <b>59.4</b> |

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (40.6%) than the overall figure for the area of 50.6%.

**Support for 20mph speed limits for the whole of the Saltdean Area**

| 896 people answered this question        | All Respondents |            | Respondents living in the Saltdean Area <sup>2</sup> |            | Respondents not living in the Saltdean Area <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|--|-----------------|------------|--|------------|--|------------|--|------------|
|  | Number          | %          | Number   | %          | Number   | %          | Number   | %          |
| Yes – I support the proposals            | 371             | 41.4       | 366  | 41.6       | 5  | 45.5       | 0  | 0.0        |
| Yes – support the proposals with changes | 101             | 11.3       | 101  | 11.5       | 0  | 0.0        | 0  | 0.0        |
| No – I do not support the changes        | 424             | 47.3       | 413  | 46.9       | 6  | 54.5       | 5  | 100.0      |
| <b>Total</b>                             | <b>896</b>      | <b>100</b> | <b>880</b>   | <b>100</b> | <b>11</b>  | <b>100</b> | <b>5</b>   | <b>100</b> |

53.1% of respondents living in the Saltdean Area supported the proposals for the whole area (41.6% in full and 11.5% with some changes). This compares to 50.6% of respondents who live in the area who support 20mph for their street.

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons. Comments were themed and grouped as follows:

<sup>15</sup> Some drivers did not answer this question eg only 78 of those who answered "other" gave an answer.

| Comments   | Respondents living in the Saltdean Area <sup>2</sup> |
|--|--|
|  | Number   |
| Unnecessary  | 164  |
| Improve safety   | 137  |
| Cost/ waste of money   | 122  |
| Unenforceable/ will be/ is being ignored   | 121  |
| Would support around schools (& hospitals)/ during school drop off / pick up times | 98   |
| Will address speeding  | 96   |
| Create pollution   | 48   |
| Too slow / will increase journey time  | 40   |
| Would be dangerous   | 39   |
| Cause congestion   | 36   |
| Use other traffic calming methods  | 31   |
| Dispute / reject safety claims   | 22   |
| Useful to address rat runs in residential areas                                    | 16   |
| Don't want signage   | 13   |
| Hasn't worked where implemented  | 10   |
| Will have negative impact on buses   | 7  |
| Generally supportive   | 7  |
| Consultation criticism / already decided   | 6  |
| Preferable to other traffic calming  | 4  |
| Will make the area more pleasant   | 2  |

### Support for Longridge Avenue becoming 20mph or staying at 30mph

|   | Should become 20mph |      | Should stay at 30mph |      | Total responses |
|---|---------------------|------|----------------------|------|-----------------|
|   | Number              | %    | Number               | %    |                 |
| Respondents living in the Saltdean area     | 399                 | 48.2 | 429                  | 51.8 | 828             |
| Respondents not living in the Saltdean area | 4                   | 40.0 | 6                    | 60.0 | 10              |

### Additional Roads to stay at their existing speed

Respondents were asked to name any additional roads they felt should stay at their existing speed (30mph). There were a total of 241 responses from 205 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. The streets which were mentioned most often are shown in the table below (not including boundary roads of Longridge Avenue which was specifically asked about in Q6 and is shown in the table above.) Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to stay at their existing speed | Respondents living in the Saltdean Area <sup>2</sup> |
|--|--|
|  | Number of responses                                  |
| All  | 144  |
| Saltdean Vale                                    | 37   |
| Arundel Drive West                               | 16   |
| Main roads/arterial routes                       | 6  |
| Chichester Drive West                            | 3  |
| Arundel Drive East                               | 2  |
| Lustrells Vale                                   | 2  |
| Lustrells Crescent                               | 2  |

### Additional Roads to change to 20mph

Respondents were asked to name any additional roads they felt should become 20mph. There were a total of 52 responses from 40 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including Longridge Avenue which we specifically asked about in Q6). Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to reduce to 20mph | Respondents living in the Saltdean Area. <sup>2</sup> |
|-------------------------------------|---|
|                                     | Number of responses                                   |
| Saltdean Vale                       | 13  |
| Lustrells Vale                      | 11  |
| Chiltington Way                     | 5   |
| Marine Drive                        | 3   |
| Residential roads/side streets      | 2   |

### Work/ live or own or manage a business in the Saltdean

Respondents could tick more than one option:

|  | Respondents living in the Saltdean Area <sup>2</sup> |
|--|--|
|  | Number   |
| A resident                               | 886  |
| A business owner/ or manager in the area | 19   |
| A person who works in the area           | 27   |
| Other (please state)                     | 10   |

### Children and/or young people in households in the Saltdean Area

| 871 people answered this question       | Respondents living in the Saltdean Area <sup>2</sup> |      |
|---|--|------|
|   | Number   | %    |
| All respondents with children aged 0 to | 179  | 20.6 |

|                  |     |      |
|------------------|-----|------|
| 18 <sup>16</sup> |     |      |
| No children      | 692 | 79.4 |
| Total            | 871 | 100  |

There were 126 respondents who identified as having children aged 0-11 (14%). And 76 respondents who identified having children aged 12-18 (8.5%). Households with children (0 – 18) show lower levels of support for their street (48.9%) compared to all respondents from the area (50.6%)

**Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65**

| Respondents:               | Respondents living within the Saltdean Area <sup>2</sup> |             |                     |             |
|----------------------------|--|-------------|---------------------|-------------|
|                            | Support 20mph  |             | Don't support 20mph |             |
|                            | Number   | %           | Number              | %           |
| With children aged 0 to 11 | 70   | 56.0        | 55                  | 44.0        |
| With children aged 12-18   | 27   | 35.5        | 49                  | 64.5        |
| With any aged children     | 87   | 48.9        | 91                  | 51.1        |
| With disabilities          | 93   | 69.9        | 40                  | 30.1        |
| Over the age of 65         | 151  | 67.7        | 72                  | 32.3        |
| <b>Saltdean Area</b>       | <b>449</b>   | <b>50.6</b> | <b>439</b>          | <b>49.4</b> |

Levels of support are shown in graph format below:



<sup>16</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

## Demographic Information

Respondents were asked the following questions for Equalities monitoring:

| Age                               | All Responses |            |
|-----------------------------------|---------------|------------|
|                                   | Number        | %          |
| 577 people answered this question |               |            |
| U18                               | 8             | 1.4        |
| 18-24                             | 41            | 7.1        |
| 25-34                             | 81            | 14.0       |
| 35-44                             | 107           | 18.5       |
| 45-54                             | 114           | 19.8       |
| 55-64                             | 124           | 21.5       |
| 65+                               | 102           | 17.7       |
| <b>Total</b>                      | <b>577</b>    | <b>100</b> |

| Gender                            | All Responses |            |
|-----------------------------------|---------------|------------|
|                                   | Number        | %          |
| 648 people answered this question |               |            |
| Male                              | 335           | 51.7       |
| Female                            | 311           | 48.0       |
| Other                             | 2             | 0.3        |
| <b>Total</b>                      | <b>648</b>    | <b>100</b> |

| Do you identify as the gender you were assigned at birth?<br>(599 people answered this question) | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes  | 592           | 98.8       |
| No   | 7             | 1.2        |
| <b>Total</b>   | <b>599</b>    | <b>100</b> |

| Ethnicity                         |   | All Responses |      |
|-----------------------------------|---|---------------|------|
|                                   |   | Number        | %    |
| 652 people answered this question |   |               |      |
| White                             | English/ Welsh/ Scottish/ Northern Irish/ British | 596           | 91.4 |
|                                   | Irish   | 8             | 1.2  |
|                                   | Gypsy or Irish Traveller                          | 0             | 0.0  |
|                                   | Any other white background                        | 30            | 4.6  |
| Asian or Asian British            | Bangladeshi                                       | 1             | 0.2  |
|                                   | Indian  | 3             | 0.5  |
|                                   | Pakistani   | 2             | 0.3  |
|                                   | Chinese   | 0             | 0.0  |
|                                   | Any other Asian background                        | 2             | 0.3  |
| Black or Black British            | African   | 1             | 0.2  |
|                                   | Caribbean   | 1             | 0.2  |
|                                   | Any other Black background                        | 1             | 0.2  |
| Mixed                             | Asian & White                                     | 0             | 0.0  |

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|                        |                            |            |            |
|------------------------|----------------------------|------------|------------|
|                        | Black African & White      | 0          | 0.0        |
|                        | Black Caribbean & White    | 1          | 0.2        |
|                        | Any other mixed background | 2          | 0.3        |
| Any other ethnic group | Arab                       | 1          | 0.2        |
|                        | Any other ethnic group     | 3          | 0.5        |
| <b>Total</b>           |                            | <b>652</b> | <b>100</b> |

| Sexual orientation<br>584 people answered this question | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Heterosexual/ straight                                  | 530           | 90.8       |
| Lesbian/ Gay woman                                      | 11            | 1.9        |
| Gay Man   | 38            | 6.5        |
| Bisexual  | 4             | 0.7        |
| Other   | 1             | 0.2        |
| <b>Total</b>  | <b>584</b>    | <b>100</b> |

| What is your religion or belief?<br>627 people answered this question | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| I have no particular religion   | 155           | 24.7       |
| Buddhist  | 4             | 0.6        |
| Christian   | 376           | 60.0       |
| Hindu   | 4             | 0.6        |
| Jain  | 0             | 0.0        |
| Jewish  | 6             | 1.0        |
| Muslim  | 12            | 1.9        |
| Pagan   | 3             | 0.5        |
| Sikh  | 0             | 0.0        |
| Agnostic  | 10            | 1.6        |
| Atheist   | 41            | 6.5        |
| Other   | 8             | 1.3        |
| Other Philosophical belief  | 8             | 1.3        |
| <b>Total</b>  | <b>627</b>    | <b>100</b> |

| Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?<br>641 people answered this question | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Yes, a little   | 92            | 14.4       |
| Yes, a lot  | 46            | 7.2        |
| No  | 503           | 78.5       |
| <b>Total</b>  | <b>641</b>    | <b>100</b> |

## 20mph Phase 3: Consultation Report

| Please state the type of impairment which applies to you. | All Responses |                 |
|---|---------------|-----------------|
|   | Number        | % <sup>17</sup> |
| Physical impairment                                       | 72            | 52.2            |
| Sensory impairment  | 9             | 6.5             |
| Learning disability/ difficulty                           | 2             | 1.4             |
| Long-standing illness                                     | 30            | 21.7            |
| Mental health condition                                   | 6             | 4.3             |
| Development condition                                     | 1             | 0.7             |
| Other   | 13            | 9.4             |
| <b>Total responses</b>                                    | <b>133</b>    | <b>-</b>        |

| Are you a carer?<br>636 people answered this question | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Yes   | 68            | 10.7       |
| No  | 568           | 89.3       |
| <b>Total</b>  | <b>636</b>    | <b>100</b> |

| If yes do you care for?  | All Responses |                 |
|--------------------------|---------------|-----------------|
|                          | Number        | % <sup>18</sup> |
| Parent                   | 29            | 42.6            |
| Child with special needs | 8             | 11.8            |
| Other family member      | 11            | 16.2            |
| Partner/ spouse          | 21            | 30.9            |
| Friend                   | 2             | 2.9             |
| Other (please state)     | 1             | 1.5             |
| <b>Total responses</b>   | <b>72</b>     | <b>-</b>        |

| Armed Forces Service   | All Responses |      |
|--|---------------|------|
|  | Number        | %    |
| Are you currently serving in the UK Armed Forces (this includes reservists or part-time service eg Territorial Army) | 1             | 0.2  |
| Have you ever served in the UK Armed Forces?   | 73            | 12.5 |
| Are you a member of a current or former serviceman or woman's immediate family/ household?                           | 30            | 5.6  |

<sup>17</sup> Of those respondents who answered Yes to disability. Respondents could tick more than one option, therefore percentages won't add up to 100.

<sup>18</sup> Of those respondents who answered yes to carer. Respondents could tick more than one option therefore percentages won't add to 100%.

# Ovingdean & Rottingdean

## Headline Findings

Levels of support for 20mph on their street for respondents living in the Ovingdean and Rottingdean area:

- 68.7% overall
- 60.2% for those who drive as part of their job
- 70.5% with children
- 86.6% over the age of 65
- 84.4% for those with disabilities

## Response Rate

623 responses were received for the Ovingdean & Rottingdean Area.

- 569 (91.3%) of these were postal returns
- 51 (8.2%) were online responses
- 3 (0.5%) were collected at exhibitions

585 responses (93.9%) came from streets within the Ovingdean & Rottingdean areas. 21 were from people who could be identified as living outside this area and 11 responses from people who did not give address details.

The response rate is 27.2%.

## Findings

### Support for 20mph for your street<sup>19</sup>

There were 615 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living in the Ovingdean & Rottingdean area
- not living in the Ovingdean & Rottingdean area
- who completed questionnaires (with Ovingdean & Rottingdean label or identified themselves as living in this area online) but then did not give address details to confirm this:

| 615 people answered this question | All Respondents |      | Respondents living in Ovingdean or Rottingdean <sup>20</sup> |      | Respondents not living in Ovingdean or Rottingdean <sup>21</sup> |      | Respondents with no address details given <sup>22</sup> |      |
|-----------------------------------|-----------------|------|--|------|--|------|---|------|
|                                   | Number          | %    | Number   | %    | Number   | %    | Number  | %    |
| Yes                               | 421             | 68.5 | 402  | 68.7 | 14   | 73.7 | 5   | 45.5 |
| No                                | 194             | 31.5 | 183  | 31.3 | 5  | 26.3 | 6   | 54.5 |
| Total                             | 615             | 100  | 585  | 100  | 19   | 100  | 11  | 100  |

Responses for each street are shown in the following table:

### Support 20mph for the street that you live on: Ovingdean & Rottingdean

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |      |                               |      |
|---------------------|----------------------|---------------------|-------------------|---|------|-------------------------------|------|
|                     |                      |                     |                   | Support 20mph in street                                     |      | Don't support 20mph in street |      |
|                     |                      |                     |                   | Number  | %    | Number                        | %    |
| Ainsworth Avenue    | 54                   | 17                  | 31.5              | 12  | 70.6 | 5                             | 29.4 |
| Ainsworth Close     | 18                   | 6                   | 33.3              | 5   | 83.3 | 1                             | 16.7 |
| Bazehill Road       | 30                   | 4                   | 13.8              | 2   | 50   | 2                             | 50   |
| Beacon Hill         | 25                   | 6                   | 25.0              | 4   | 66.7 | 2                             | 33.3 |
| Burnes Vale         | 26                   | 4                   | 15.4              | 2   | 50   | 2                             | 50   |
| Chailey Avenue      | 44                   | 21                  | 47.7              | 17  | 81   | 4                             | 19   |
| Challoners Close    | 14                   | 3                   | 21.4              | 2   | 66.7 | 1                             | 33.3 |

<sup>19</sup> Some streets are already 20mph.

<sup>20</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>21</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>22</sup> These respondents have completed a questionnaire for the Area but have given no address

## 20mph Phase 3: Consultation Report

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |      |                               |      |
|---------------------|----------------------|---------------------|-------------------|---|------|-------------------------------|------|
|                     |                      |                     |                   | Support 20mph in street                                     |      | Don't support 20mph in street |      |
|                     |                      |                     |                   | Number  | %    | Number                        | %    |
| Challoners Mews     | 4                    | 2                   | 50.0              | 2   | 100  | 0                             | 0    |
| Cliff Approach      | 3                    | 1                   | 33.3              | 0   | 0    | 1                             | 100  |
| Cliff Road          | 42                   | 6                   | 14.3              | 3   | 50   | 3                             | 50   |
| Court Farm Road     | 6                    | 2                   | 33.3              | 1   | 50   | 1                             | 50   |
| Court Ord Road      | 17                   | 7                   | 41.2              | 3   | 42.9 | 4                             | 57.1 |
| Cranleigh Avenue    | 1                    | 1                   | 100.0             | 1   | 100  | 0                             | 0    |
| Dean Court Road     | 130                  | 46                  | 35.9              | 29  | 63   | 17                            | 37   |
| Denes Mews          | 8                    | 2                   | 25.0              | 2   | 100  | 0                             | 0    |
| Dower Close         | 6                    | 3                   | 50.0              | 1   | 33.3 | 2                             | 66.7 |
| Eley Crescent       | 35                   | 8                   | 22.9              | 6   | 75   | 2                             | 25   |
| Eley Drive          | 82                   | 23                  | 28.0              | 17  | 73.9 | 6                             | 26.1 |
| Elvin Crescent      | 57                   | 14                  | 24.6              | 7   | 50   | 7                             | 50   |
| Falmer Road         | 15                   | 6                   | 42.9              | 3   | 50   | 3                             | 50   |
| Fouthill Road       | 1                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |
| Gorham Avenue       | 45                   | 15                  | 33.3              | 11  | 73.3 | 4                             | 26.7 |
| Gorham Close        | 4                    | 1                   | 25.0              | 1   | 100  | 0                             | 0    |
| Grand Crescent      | 44                   | 16                  | 36.4              | 12  | 75   | 4                             | 25   |
| Greenways           | 86                   | 22                  | 27.5              | 18  | 81.8 | 4                             | 18.2 |
| Henley Road         | 15                   | 2                   | 13.3              | 2   | 100  | 0                             | 0    |
| High Street         | 108                  | 20                  | 19.2              | 16  | 80   | 4                             | 20   |
| Knole Road          | 13                   | 5                   | 38.5              | 3   | 60   | 2                             | 40   |
| Lenham Road East    | 9                    | 2                   | 22.2              | 2   | 100  | 0                             | 0    |
| Lenham Road West    | 23                   | 13                  | 59.1              | 9   | 69.2 | 4                             | 30.8 |
| Little Crescent     | 42                   | 7                   | 16.7              | 5   | 71.4 | 2                             | 28.6 |
| Longhill Close      | 10                   | 3                   | 30.0              | 1   | 33.3 | 2                             | 66.7 |
| Longhill Road       | 112                  | 38                  | 33.9              | 28  | 73.7 | 10                            | 26.3 |
| Lustrells Road      | 2                    | 2                   | 100.0             | 1   | 50   | 1                             | 50   |
| Marina Way          | 4                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |
| Marine Drive        | 53                   | 5                   | 10.9              | 3   | 60   | 2                             | 40   |
| Martyns Close       | 13                   | 3                   | 23.1              | 3   | 100  | 0                             | 0    |

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| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |      |                               |      |
|---------------------|----------------------|---------------------|-------------------|---|------|-------------------------------|------|
|                     |                      |                     |                   | Support 20mph in street                                     |      | Don't support 20mph in street |      |
|                     |                      |                     |                   | Number  | %    | Number                        | %    |
| Meadow Close        | 49                   | 14                  | 28.6              | 8   | 57.1 | 6                             | 42.9 |
| Nevill Road         | 66                   | 19                  | 28.8              | 17  | 89.5 | 2                             | 10.5 |
| New Barn Road       | 7                    | 1                   | 14.3              | 1   | 100  | 0                             | 0    |
| Newlands Road       | 15                   | 8                   | 53.3              | 6   | 75   | 2                             | 25   |
| Northfield Rise     | 5                    | 2                   | 40.0              | 2   | 100  | 0                             | 0    |
| Northgate Close     | 9                    | 3                   | 33.3              | 2   | 66.7 | 1                             | 33.3 |
| Ovingdean Close     | 19                   | 8                   | 42.1              | 5   | 62.5 | 3                             | 37.5 |
| Ovingdean Road      | 49                   | 17                  | 36.2              | 14  | 82.4 | 3                             | 17.6 |
| Park Crescent       | 40                   | 11                  | 27.5              | 6   | 54.5 | 5                             | 45.5 |
| Park Road           | 28                   | 7                   | 25.0              | 6   | 85.7 | 1                             | 14.3 |
| Park Terrace        | 5                    | 1                   | 20.0              | 1   | 100  | 0                             | 0    |
| Roedean Crescent    | 50                   | 11                  | 22.0              | 4   | 36.4 | 7                             | 63.6 |
| Roedean Heights     | 5                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |
| Roedean Path        | 2                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |
| Roedean Road        | 59                   | 9                   | 15.3              | 2   | 22.2 | 7                             | 77.8 |
| Roedean Terrace     | 9                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |
| Roedean Vale        | 1                    | 1                   | 100.0             | 0   | 0    | 1                             | 100  |
| Roedean Way         | 37                   | 1                   | 2.7               | 0   | 0    | 1                             | 100  |
| Romney Road         | 13                   | 1                   | 8.3               | 0   | 0    | 1                             | 100  |
| Rowan Way           | 25                   | 6                   | 24.0              | 3   | 50   | 3                             | 50   |
| Royles Close        | 21                   | 3                   | 14.3              | 0   | 0    | 3                             | 100  |
| Sheepcote Valley    | 3                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |
| St Aubyns Mead      | 39                   | 9                   | 23.7              | 8   | 88.9 | 1                             | 11.1 |
| Steyning Road       | 26                   | 3                   | 11.5              | 3   | 100  | 0                             | 0    |
| The Cliff           | 56                   | 12                  | 22.2              | 8   | 66.7 | 4                             | 33.3 |
| The Green           | 76                   | 16                  | 21.3              | 14  | 87.5 | 2                             | 12.5 |
| The Park            | 24                   | 7                   | 29.2              | 6   | 85.7 | 1                             | 14.3 |
| The Ridings         | 10                   | 4                   | 40.0              | 4   | 100  | 0                             | 0    |
| The Rotyngs         | 15                   | 1                   | 6.7               | 1   | 100  | 0                             | 0    |
| The Twitten         | 1                    | 0                   | 0.0               | 0   | 0    | 0                             | 0    |

## 20mph Phase 3: Consultation Report

| Street or road name                | Number of properties | Number of responses | Response rate (%) | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |             |                               |             |
|------------------------------------|----------------------|---------------------|-------------------|---|-------------|-------------------------------|-------------|
|                                    |                      |                     |                   | Support 20mph in street                                     |             | Don't support 20mph in street |             |
|                                    |                      |                     |                   | Number  | %           | Number                        | %           |
| The Vale                           | 22                   | 2                   | 9.1               | 0   | 0           | 2                             | 100         |
| Vicarage Lane                      | 14                   | 2                   | 14.3              | 2   | 100         | 0                             | 0           |
| Vicarage Terrace                   | 6                    | 1                   | 16.7              | 1   | 100         | 0                             | 0           |
| Wanderdown Close                   | 15                   | 4                   | 26.7              | 2   | 50          | 2                             | 50          |
| Wanderdown Drive                   | 8                    | 2                   | 25.0              | 1   | 50          | 1                             | 50          |
| Wanderdown Road                    | 57                   | 33                  | 57.9              | 22  | 66.7        | 11                            | 33.3        |
| Wanderdown Way                     | 20                   | 11                  | 55.0              | 8   | 72.7        | 3                             | 27.3        |
| Welesmere Road                     | 19                   | 3                   | 15.8              | 1   | 33.3        | 2                             | 66.7        |
| West Street                        | 19                   | 5                   | 26.3              | 3   | 60          | 2                             | 40          |
| Westmeston Avenue                  | 26                   | 6                   | 23.1              | 3   | 50          | 3                             | 50          |
| Whipping Post Lane                 | 3                    | 1                   | 33.3              | 1   | 100         | 0                             | 0           |
| Whiteway Lane                      | 6                    | 0                   | 0.0               | 0   | 0           | 0                             | 0           |
| Wilkinson Close                    | 13                   | 3                   | 23.1              | 2   | 66.7        | 1                             | 33.3        |
| Wilson Avenue                      | 2                    | 0                   | 0.0               | 0   | 0           | 0                             | 0           |
| Woodland Walk                      | 7                    | 1                   | 14.3              | 1   | 100         | 0                             | 0           |
| <b>Ovingdean &amp; Rottingdean</b> | <b>2202</b>          | <b>591</b>          | <b>26.9</b>       | <b>402</b>  | <b>68.7</b> | <b>183</b>                    | <b>31.3</b> |

### Respondents who drive as part of their job (not including commuting to/from work)

| 616 people answered this question | All responses |            | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |            | Respondents not living in Ovingdean or Rottingdean <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|-----------------------------------|---------------|------------|---|------------|---|------------|--|------------|
|                                   | Number        | %          | Number  | %          | Number  | %          | Number   | %          |
| Drive                             | 104           | 16.9       | 96  | 16.4       | 5   | 23.8       | 3  | 30.0       |
| Don't drive                       | 512           | 83.1       | 489   | 83.6       | 16  | 76.2       | 7  | 70.0       |
| <b>Total</b>                      | <b>616</b>    | <b>100</b> | <b>585</b>  | <b>100</b> | <b>21</b>   | <b>100</b> | <b>10</b>  | <b>100</b> |

96 respondents who live in Ovingdean or Rottingdean said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job as follows:

## 20mph Phase 3: Consultation Report

| 94 answered this question (principle driving job) | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |            |               |             |                     |             |
|---|---|------------|---------------|-------------|---------------------|-------------|
|   | Principle Driving Job                                       |            | Support 20mph |             | Don't support 20mph |             |
|   | Number  | %          | Number        | %           | Number              | %           |
| Taxi driver                                       | 1   | 1.1        | 1             | 100         | 0                   | 0           |
| Delivery driver                                   | 1   | 1.1        | 1             | 100         | 0                   | 0           |
| Bus driver  | 0   | 0          | 0             | 0           | 0                   | 0           |
| Tradesperson                                      | 13  | 13.8       | 6             | 46.2        | 7                   | 53.8        |
| Health visitor/ district nurse/ care worker       | 10  | 10.6       | 7             | 70.0        | 3                   | 30.0        |
| Other:  | 69  | 73.4       | 41            | 60.3        | 27                  | 39.7        |
| <b>Total</b>                                      | <b>94</b>   | <b>100</b> | <b>56</b>     | <b>60.2</b> | <b>37</b>           | <b>39.8</b> |

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (60.2%) than the overall figure for the area of 68.7%.

### Support for 20mph speed limits for the whole of Ovingdean and Rottingdean

|  | All Respondents |            | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |            | Respondents not living in Ovingdean or Rottingdean <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |   |
|--|-----------------|------------|---|------------|---|------------|--|---|
|  | Number          | %          | Number  | %          | Number  | %          | Number   | % |
| Yes – I support the proposals            | 339             | 57.4       | 335   | 57.6       | 4   | 44.4       | -  | - |
| Yes – support the proposals with changes | 78              | 13.2       | 76  | 13.0       | 2   | 22.2       | -  | - |
| No – I do not support the changes        | 174             | 29.4       | 171   | 29.4       | 3   | 33.3       | -  | - |
| <b>Total</b>                             | <b>591</b>      | <b>100</b> | <b>582</b>  | <b>100</b> | <b>9</b>  | <b>100</b> | -  | - |

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons.

| Comments   | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |
|--|---|
|  | Number  |
| Improve safety   | 102   |
| Useful to address rat runs in residential areas                                    | 68  |
| Unenforceable/ will be/ is being ignored   | 66  |
| Will address speeding  | 64  |
| Unnecessary  | 60  |
| Cost/ waste of money   | 54  |
| Would support around schools (& hospitals)/ during school drop off / pick up times | 34  |

|  |    |
|--|----|
| Too slow / will increase journey time    | 32 |
| Cause congestion                         | 29 |
| Create pollution                         | 28 |
| Use other traffic calming methods        | 28 |
| Dispute / reject safety claims           | 24 |
| Would be dangerous                       | 14 |
| Generally supportive                     | 11 |
| Will improve pollution levels            | 5  |
| Don't want signage                       | 4  |
| Hasn't worked where implemented          | 3  |
| Consultation criticism / already decided | 3  |
| Will have negative impact on buses       | 2  |
| Preferable to other traffic calming      | 2  |
| Will make area more pleasant             | 2  |

### Additional Roads to stay at their existing speed

Respondents were asked to name any additional roads they felt should stay at their existing speed. There were a total of 163 responses from 136 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including roads only mentioned once and from outside the area.)

| Additional Roads              | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |
|-------------------------------|---|
|                               | Number of responses   |
| ALL                           | 68  |
| Greenways                     | 31  |
| None                          | 19  |
| Main Roads/ arterial roads    | 10  |
| Side Roads/ residential roads | 9   |
| Ovingdean Road                | 8   |
| Dean Court Road               | 7   |
| Roedean Road                  | 5   |
| High Street                   | 4   |
| Ainsworth Avenue              | 4   |
| Longhill Road                 | 4   |
| Chailey Avenue                | 4   |
| Beacon Hill                   | 2   |

### Additional Roads to be reduced to 20mph

Respondents were asked to name any additional roads they felt should stay at their existing speed. There were a total of 10 responses from 8 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. The table below shows the streets which were mentioned most

often (not including the boundary roads, roads only mentioned once or roads from outside the area.)

| Additional Roads to reduce to 20mph | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |
|-------------------------------------|---|
|                                     | Number of responses   |
| Ainsworth Avenue                    | 2   |
| Roedean Road                        | 2   |

### Children and/or young people in households in Ovingdean & Rottingdean

|  | Respondents living within Ovingdean or Rottingdean <sup>2</sup> |            |
|--|---|------------|
|  | Number  | %          |
| All respondents with children aged 0 to 18 <sup>23</sup> | 130   | 22.1       |
| No children  | 459   | 77.9       |
| <b>Total</b>   | <b>589</b>  | <b>100</b> |

There were 76 respondents who identified as having children aged 0-11 (12.9%). And 70 respondents who identified having children aged 12-18 (11.9%). Households with children (0-18) show higher levels of support for their street (70.5%) compared to all respondents from the area (68.7%).

### Work/ live or own or manage a business in the Ovingdean & Rottingdean

Respondents could tick more than one option:

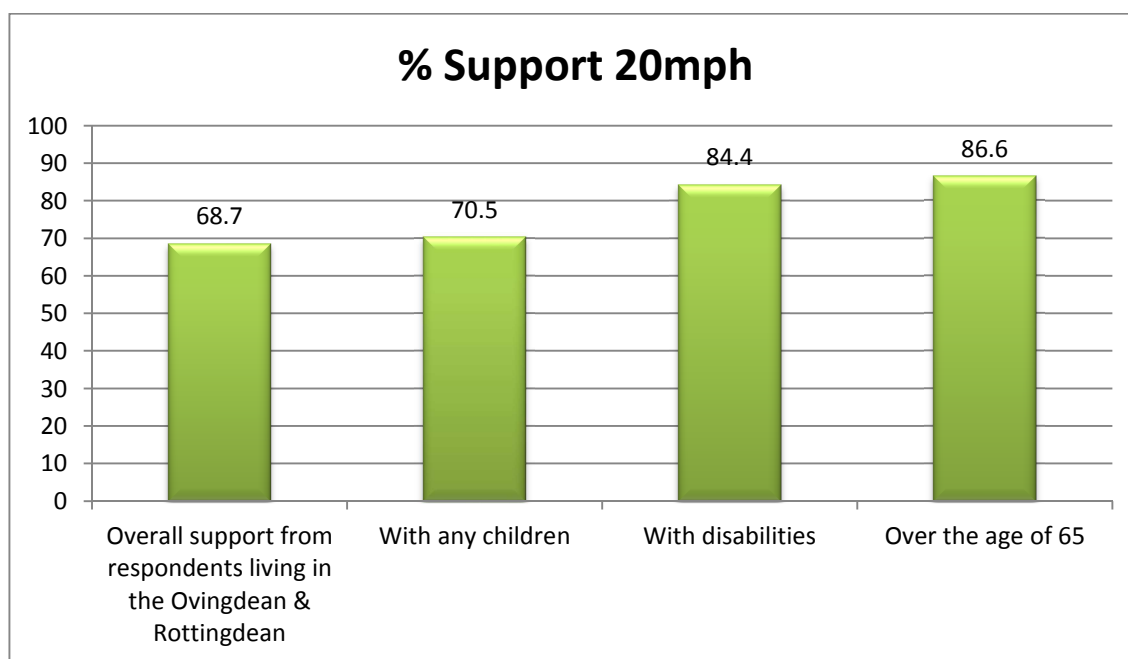
|  | Respondents living in Ovingdean or Rottingdean <sup>2</sup> |
|--|---|
|  | Number  |
| A resident                               | 594   |
| A business owner/ or manager in the area | 27  |
| A person who works in the area           | 28  |
| Other (please state)                     | 5   |

<sup>23</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

**Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65**

| Respondents:                       | Respondents living in Ovingdean & Rottingdean <sup>2</sup> |             |                     |             |
|------------------------------------|--|-------------|---------------------|-------------|
|                                    | Support 20mph  |             | Don't support 20mph |             |
|                                    | Number   | %           | Number              | %           |
| With children aged 0 to 11         | 60   | 80          | 15                  | 20          |
| With children aged 12-18           | 43   | 61.4        | 27                  | 38.6        |
| With any aged children             | 91   | 70.5        | 38                  | 29.5        |
| With disabilities                  | 81   | 84.4        | 15                  | 15.6        |
| Over the age of 65                 | 136  | 86.6        | 21                  | 13.4        |
| <b>Ovingdean &amp; Rottingdean</b> | <b>402</b>   | <b>68.7</b> | <b>183</b>          | <b>31.3</b> |

Levels of support are shown in graph format below:



## Demographic Information

Respondents were asked the following questions for Equalities monitoring<sup>24</sup>:

| Age          | All Responses |            |
|--------------|---------------|------------|
|              | Number        | %          |
| U18          | 0             | 0          |
| 18-24        | 2             | 0.5        |
| 25-34        | 11            | 2.8        |
| 35-44        | 44            | 11.4       |
| 45-54        | 65            | 16.8       |
| 55-64        | 102           | 26.4       |
| 65-74        | 84            | 21.8       |
| 75+          | 78            | 20.2       |
| <b>Total</b> | <b>386</b>    | <b>100</b> |

| Gender       | All Responses |            |
|--------------|---------------|------------|
|              | Number        | %          |
| Male         | 203           | 47.9       |
| Female       | 219           | 51.7       |
| Other        | 2             | 0.5        |
| <b>Total</b> | <b>424</b>    | <b>100</b> |

| Do you identify as the gender you were assigned at birth? | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Yes   | 393           | 97.8       |
| No  | 9             | 2.2        |
| <b>Total</b>  | <b>402</b>    | <b>100</b> |

| Armed Forces Service   | All Responses |                 |
|--|---------------|-----------------|
|  | Number        | % <sup>25</sup> |
| Are you currently serving in the UK Armed Forces (this includes reservists or part-time service eg Territorial Army) | 0             | 0               |
| Have you ever served in the UK Armed Forces?   | 53            | 14.1            |
| Are you a member of a current or former serviceman or woman's immediate family/ household?                           | 20            | 5.8             |

<sup>24</sup> On the paper questionnaires the equalities monitoring questions were truncated due to available space and limited to those on gender, age, disability and ethnicity)

<sup>25</sup> Of those who answered Yes to carer

| Ethnicity              |   | All Responses |            |
|------------------------|---|---------------|------------|
|                        |   | Number        | %          |
| White                  | English/ Welsh/ Scottish/ Northern Irish/ British | 406           | 92.7       |
|                        | Irish   | 5             | 1.1        |
|                        | Gypsy or Irish Traveller                          | 2             | 0.5        |
|                        | Any other white background                        | 18            | 4.1        |
| Asian or Asian British | Bangladeshi                                       | 0             | 0          |
|                        | Indian  | 0             | 0          |
|                        | Pakistani   | 0             | 0          |
|                        | Chinese   | 0             | 0          |
|                        | Any other Asian background                        | 1             | 0.2        |
| Black or Black British | African   | 0             | 0          |
|                        | Caribbean   | 1             | 0.2        |
|                        | Any other Black background                        | 1             | 0.2        |
| Mixed                  | Asian & White                                     | 0             | 0          |
|                        | Black African & White                             | 0             | 0          |
|                        | Black Caribbean & White                           | 0             | 0          |
|                        | Any other mixed background                        | 1             | 0.2        |
| Any other ethnic group | Arab  | 1             | 0.2        |
|                        | Any other ethnic group                            | 2             | 0.5        |
| <b>Total</b>           |   | <b>438</b>    | <b>100</b> |

| Sexual orientation     | All Responses |            |
|------------------------|---------------|------------|
|                        | Number        | %          |
| Heterosexual/ straight | 368           | 92.2       |
| Lesbian/ Gay woman     | 6             | 1.5        |
| Gay Man                | 19            | 4.8        |
| Bisexual               | 6             | 1.5        |
| <b>Total</b>           | <b>399</b>    | <b>100</b> |

| What is your religion or belief? | All Responses |            |
|----------------------------------|---------------|------------|
|                                  | Number        | %          |
| I have no particular religion    | 111           | 26.7       |
| Buddhist                         | 7             | 1.7        |
| Christian                        | 230           | 55.3       |
| Hindu                            | 5             | 1.2        |
| Jain                             | 2             | 0.5        |
| Jewish                           | 4             | 1.0        |
| Muslim                           | 5             | 1.2        |
| Pagan                            | 1             | 0.2        |
| Sikh                             | 0             | 3.4        |
| Agnostic                         | 14            | 5.8        |
| Atheist                          | 24            | 1.2        |
| Other Philosophical belief       | 8             | 1.9        |
| <b>Total</b>                     |               | <b>100</b> |

## 20mph Phase 3: Consultation Report

| Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes, a little  | 57            | 13.5       |
| Yes, a lot   | 44            | 10.4       |
| No   | 321           | 76.1       |
| <b>Total</b>   | <b>422</b>    | <b>100</b> |

| Please state the type of impairment which applies to you. | All Responses |                 |
|---|---------------|-----------------|
|   | Number        | % <sup>26</sup> |
| Physical impairment                                       | 60            | 59.4            |
| Sensory impairment  | 13            | 12.9            |
| Learning disability/ difficulty                           | 0             | 0               |
| Long-standing illness                                     | 33            | 32.7            |
| Mental health condition                                   | 3             | 3.0             |
| Development condition                                     | 4             | 4.0             |
| Other   | 7             | 6.9             |
| <b>Total responses</b>                                    | <b>47</b>     | <b>-</b>        |

| Are you a carer? | All Responses |            |
|------------------|---------------|------------|
|                  | Number        | %          |
| Yes              | 47            | 11.1       |
| No               | 375           | 88.9       |
| <b>Total</b>     | <b>422</b>    | <b>100</b> |

| If yes do you care for?  | All Responses |                 |
|--------------------------|---------------|-----------------|
|                          | Number        | % <sup>27</sup> |
| Parent                   | 22            | 46.8            |
| Child with special needs | 7             | 1.6             |
| Other family member      | 3             | 6.4             |
| Partner/ spouse          | 11            | 23.4            |
| Friend                   | 5             | 10.6            |
| Other (please state)     | 0             | 0               |
| <b>Total responses</b>   | <b>48</b>     | <b>-</b>        |

<sup>26</sup> Of those respondents who answered Yes to disability. Respondents could tick more than one option, therefore percentages won't add up to 100.

<sup>27</sup> Of those respondents who answered yes to carer. Respondents could tick more than one option therefore percentages won't add to 100%.

# Mile Oak

## Headline Findings

Levels of support for 20mph on their street for respondents living within Mile Oak Area:

- 60.4% overall
- 47.6% for those who drive as part of their job
- 61.8% with children
- 73.8% over the age of 65
- 74.1% for those with disabilities

## Response Rate

1294 responses were received for the Mile Oak Area.

- 1210 (93.5%) of these were forms received by post
- 82 (6.3%) were online responses
- 3 (0.2%) were collected at exhibitions

1267 responses (97.9%) came from streets within the Mile Oak area. 9 responses were from people who could be identified as living outside the Mile Oak area and 18 responses came from people who did not give address details.

The response rate is 20.4%<sup>28</sup>

## Findings

### Support for 20mph for your street<sup>29</sup>

There were 1268 responses to this question. The table below shows levels of support from those who can be identified as:

- living in the Mile Oak area
- not living in the Mile Oak area
- who completed questionnaires (with Mile Oak label or identified themselves as living in this area online) but then did not give address details to confirm this:

|             |     |             |             |             |
|-------------|-----|-------------|-------------|-------------|
| 1268 people | All | Respondents | Respondents | Respondents |
|-------------|-----|-------------|-------------|-------------|

<sup>28</sup> Based on number of valid addresses and responses received for that road. It is acknowledged that some households may have responded more than once eg through the consultation portal and via a paper questionnaire and/or at an exhibition.

<sup>29</sup> Some streets are already 20mph.

## 20mph Phase 3: Consultation Report

| answered this question | Respondents |      | living in the Mile Oak Area <sup>30</sup> |      | not living in the Mile Oak Area <sup>31</sup> |      | with no address details given <sup>32</sup> |      |
|------------------------|-------------|------|---|------|---|------|---|------|
|                        | Number      | %    | Number                                    | %    | Number  | %    | Number                                      | %    |
| Yes                    | 762         | 60.1 | 753                                       | 60.4 | 5   | 55.6 | 4   | 33.3 |
| No                     | 506         | 39.9 | 494                                       | 39.6 | 4   | 44.4 | 8   | 66.7 |
| Total                  | 1268        | 100  | 1247                                      | 100  | 9   | 100  | 12  | 100  |

Responses for each street are shown in the following table:  
**Support 20mph for the street that you live on: Mile Oak**

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living within Mile Oak Area <sup>2</sup> |       |                               |      |
|---------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|------|
|                     |                      |                     |                   | Support 20mph in street <sup>33</sup>                |       | Don't support 20mph in street |      |
|                     |                      |                     |                   | Number   | %     | Number                        | %    |
| Anvil Close         | 27                   | 11                  | 40.7              | 7  | 63.6  | 4                             | 36.4 |
| Applesham Way       | 77                   | 22                  | 28.6              | 18   | 81.8  | 4                             | 18.2 |
| Avery Close         | 11                   | 2                   | 18.2              | 1  | 50.0  | 1                             | 50.0 |
| Badger Close        | 15                   | 3                   | 20.0              | 2  | 66.7  | 1                             | 33.3 |
| Beech Close         | 8                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0  |
| Beechers Road       | 44                   | 12                  | 27.3              | 6  | 54.5  | 5                             | 45.5 |
| Benfield Close      | 12                   | 2                   | 16.7              | 2  | 100.0 | 0                             | 0.0  |
| Benfield Crescent   | 21                   | 5                   | 23.8              | 2  | 40.0  | 3                             | 60.0 |
| Benfield Way        | 81                   | 19                  | 23.5              | 13   | 68.4  | 6                             | 31.6 |
| Blackthorn Close    | 21                   | 6                   | 28.6              | 3  | 50.0  | 3                             | 50.0 |
| Brackenbury Close   | 28                   | 4                   | 14.3              | 2  | 50.0  | 2                             | 50.0 |
| Brasslands Drive    | 43                   | 13                  | 30.2              | 7  | 53.8  | 6                             | 46.2 |
| Broomfield Drive    | 60                   | 17                  | 28.3              | 12   | 70.6  | 5                             | 29.4 |
| Burlington Gardens  | 38                   | 11                  | 28.9              | 6  | 54.5  | 5                             | 45.4 |
| Burlington Parade   | 8                    | 2                   | 25.0              | 2  | 100.0 | 0                             | 0.0  |
| Bush Cottage Close  | 26                   | 6                   | 23.1              | 5  | 83.3  | 1                             | 16.7 |

<sup>30</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>31</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>32</sup> These respondents have completed a questionnaire for the Area but have given no address

<sup>33</sup> There were 1267 responses from within the area but only 1247 of these answered this question. Discrepancies between the number of respondents per street and those who answered whether they support 20mph for the street they live on are highlighted in yellow, within the table.

## 20mph Phase 3: Consultation Report

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living within Mile Oak Area <sup>2</sup> |       |                               |       |
|---------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|-------|
|                     |                      |                     |                   | Support 20mph in street <sup>33</sup>                |       | Don't support 20mph in street |       |
|                     |                      |                     |                   | Number   | %     | Number                        | %     |
| Bush Farm Drive     | 33                   | 6                   | 18.2              | 4  | 66.7  | 2                             | 33.3  |
| Chalky Road         | 96                   | 15                  | 15.6              | 13   | 86.7  | 2                             | 13.3  |
| Chrisdory Road      | 28                   | 8                   | 28.6              | 4  | 50.0  | 4                             | 50.0  |
| Clover Way          | 18                   | 4                   | 22.2              | 3  | 75.0  | 1                             | 25.0  |
| College Close       | 15                   | 1                   | 6.7               | 1  | 100.0 | 0                             | 0.0   |
| Cornford Close      | 15                   | 2                   | 13.3              | 0  | 0.0   | 2                             | 100.0 |
| Crest Way           | 77                   | 29                  | 37.7              | 12   | 42.9  | 16                            | 57.1  |
| Croft Drive         | 8                    | 2                   | 25.0              | 0  | 0.0   | 2                             | 100.0 |
| Deacons Drive       | 32                   | 7                   | 21.9              | 7  | 100.0 | 0                             | 0.0   |
| Dean Close          | 24                   | 2                   | 8.3               | 2  | 100.0 | 0                             | 0.0   |
| Dean Gardens        | 58                   | 11                  | 19.0              | 6  | 60.0  | 4                             | 40.0  |
| Delfryn             | 4                    | 1                   | 25.0              | 0  | 0.0   | 1                             | 100.0 |
| Downsview Road      | 30                   | 5                   | 2.8               | 3  | 60.0  | 2                             | 40.0  |
| Drove Crescent      | 117                  | 22                  | 18.8              | 12   | 54.5  | 10                            | 45.5  |
| Drove Road          | 52                   | 8                   | 15.4              | 7  | 87.5  | 1                             | 12.5  |
| Drovers Close       | 14                   | 1                   | 7.1               | 1  | 100.0 | 0                             | 0.0   |
| Easthill Drive      | 75                   | 9                   | 12.0              | 5  | 55.6  | 4                             | 44.4  |
| Easthill Park       | 6                    | 1                   | 16.7              | 1  | 100.0 | 0                             | 0.0   |
| Easthill Way        | 15                   | 2                   | 13.3              | 1  | 50.0  | 1                             | 50.0  |
| Edgehill Way        | 44                   | 10                  | 22.7              | 4  | 40.0  | 6                             | 60.0  |
| Elder Close         | 30                   | 6                   | 20.0              | 5  | 83.3  | 1                             | 16.7  |
| Fairfield Gardens   | 66                   | 14                  | 21.2              | 10   | 76.9  | 3                             | 23.1  |
| Fairway Crescent    | 96                   | 20                  | 20.8              | 16   | 84.2  | 3                             | 15.8  |
| Farm Close          | 26                   | 3                   | 11.5              | 1  | 33.3  | 2                             | 66.7  |
| Flint Close         | 20                   | 2                   | 10.0              | 1  | 100.0 | 0                             | 0.0   |
| Foredown Close      | 15                   | 2                   | 13.3              | 2  | 100.0 | 0                             | 0.0   |
| Foredown Drive      | 116                  | 28                  | 24.1              | 15   | 57.7  | 11                            | 42.2  |
| Foredown Road       | 98                   | 16                  | 16.3              | 14   | 87.5  | 2                             | 12.5  |
| Forge Close         | 20                   | 1                   | 5.0               | 0  | 0.0   | 1                             | 100.0 |

## 20mph Phase 3: Consultation Report

| Street or road name  | Number of properties | Number of responses | Response rate (%) | Respondents living within Mile Oak Area <sup>2</sup> |       |                               |       |
|----------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|-------|
|                      |                      |                     |                   | Support 20mph in street <sup>33</sup>                |       | Don't support 20mph in street |       |
|                      |                      |                     |                   | Number   | %     | Number                        | %     |
| Fox Way              | 7                    | 2                   | 28.6              | 2  | 100.0 | 0                             | 0.0   |
| Foxhunters Road      | 6                    | 1                   | 16.7              | 1  | 100.0 | 0                             | 0.0   |
| George Williams Mews | 65                   | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Gorse Close          | 20                   | 4                   | 20.0              | 1  | 25.0  | 3                             | 75.0  |
| Graham Avenue        | 190                  | 37                  | 19.5              | 21   | 56.8  | 16                            | 43.2  |
| Graham Close         | 32                   | 10                  | 31.3              | 3  | 30.0  | 7                             | 70.0  |
| Graham Crescent      | 104                  | 30                  | 28.8              | 14   | 46.7  | 16                            | 53.3  |
| Hamilton Close       | 61                   | 9                   | 14.8              | 7  | 77.8  | 2                             | 22.2  |
| Hangleton Lane       | 16                   | 4                   | 25.0              | 1  | 25.0  | 3                             | 75.0  |
| Harebell Drive       | 55                   | 7                   | 12.7              | 6  | 85.7  | 1                             | 14.3  |
| Hawthorn Way         | 26                   | 4                   | 15.4              | 3  | 75.0  | 1                             | 25.0  |
| Hayes Close          | 16                   | 1                   | 6.3               | 1  | 100.0 | 0                             | 0.0   |
| Hazel Close          | 19                   | 3                   | 15.8              | 1  | 33.3  | 2                             | 66.7  |
| Heathfield Crescent  | 88                   | 20                  | 22.7              | 11   | 55.0  | 9                             | 45.0  |
| Heathfield Drive     | 16                   | 3                   | 18.8              | 2  | 66.7  | 1                             | 33.3  |
| Helena Close         | 10                   | 2                   | 20.0              | 0  | 0.0   | 2                             | 100.0 |
| Henge Way            | 32                   | 5                   | 15.6              | 1  | 20.0  | 4                             | 80.0  |
| High Close           | 12                   | 4                   | 33.3              | 2  | 50.0  | 2                             | 50.0  |
| High Street          | 41                   | 6                   | 14.6              | 5  | 83.3  | 1                             | 16.7  |
| Highlands Road       | 118                  | 21                  | 17.8              | 13   | 65.0  | 7                             | 35.0  |
| Highways             | 6                    | 1                   | 16.7              | 1  | 100.0 | 0                             | 0.0   |
| Hillbank Close       | 9                    | 2                   | 22.2              | 1  | 50.0  | 1                             | 50.0  |
| Hillcroft            | 22                   | 2                   | 9.1               | 0  | 0.0   | 2                             | 100.0 |
| Hillside             | 34                   | 8                   | 23.5              | 5  | 62.5  | 3                             | 37.5  |
| Horizon Close        | 11                   | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Juniper Close        | 42                   | 6                   | 14.3              | 4  | 66.7  | 2                             | 33.3  |
| Langridge Drive      | 61                   | 12                  | 19.7              | 7  | 71.4  | 5                             | 41.7  |
| Locks Crescent       | 58                   | 6                   | 10.3              | 4  | 66.7  | 2                             | 33.3  |
| Locks Hill           | 50                   | 9                   | 18.0              | 9  | 100.0 | 0                             | 0.0   |

## 20mph Phase 3: Consultation Report

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living within Mile Oak Area <sup>2</sup> |       |                               |       |
|---------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|-------|
|                     |                      |                     |                   | Support 20mph in street <sup>33</sup>                |       | Don't support 20mph in street |       |
|                     |                      |                     |                   | Number   | %     | Number                        | %     |
| Lodge Close         | 29                   | 3                   | 10.3              | 2  | 66.7  | 1                             | 33.3  |
| Lucerne Close       | 24                   | 2                   | 8.3               | 1  | 50.0  | 1                             | 50.0  |
| Manor Road          | 2                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Maplehurst Road     | 16                   | 5                   | 31.3              | 5  | 100.0 | 0                             | 0.0   |
| Meadow Close        | 16                   | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0   |
| Melrose Avenue      | 72                   | 26                  | 36.1              | 22   | 84.6  | 4                             | 15.4  |
| Mile Oak Gardens    | 36                   | 8                   | 22.2              | 2  | 28.6  | 5                             | 71.4  |
| Mile Oak Road       | 275                  | 80                  | 29.1              | 46   | 57.5  | 34                            | 42.5  |
| Mill Close          | 18                   | 4                   | 22.2              | 3  | 66.7  | 1                             | 33.3  |
| Mill Lane           | 100                  | 22                  | 22.0              | 18   | 81.8  | 4                             | 18.2  |
| Millcross Road      | 26                   | 4                   | 15.4              | 2  | 50.0  | 2                             | 50.0  |
| Monarchs View       | 40                   | 4                   | 10.0              | 3  | 75.0  | 1                             | 25.0  |
| New Barn Close      | 40                   | 11                  | 27.5              | 6  | 60.0  | 4                             | 40.0  |
| New England Rise    | 21                   | 5                   | 23.8              | 3  | 75.0  | 1                             | 25.0  |
| Newtimber Drive     | 31                   | 4                   | 12.9              | 0  | 0.0   | 4                             | 100.0 |
| North Close         | 20                   | 5                   | 25.0              | 2  | 66.7  | 1                             | 33.3  |
| North Lane          | 148                  | 32                  | 21.6              | 15   | 46.9  | 17                            | 53.1  |
| North Road          | 103                  | 15                  | 14.6              | 7  | 46.7  | 8                             | 53.3  |
| Nursery Close       | 6                    | 2                   | 33.3              | 1  | 100.0 | 0                             | 0.0   |
| Oakdene Avenue      | 19                   | 7                   | 36.8              | 4  | 57.1  | 3                             | 42.9  |
| Oakdene Close       | 16                   | 2                   | 12.5              | 1  | 50.0  | 1                             | 50.0  |
| Oakdene Crescent    | 112                  | 34                  | 30.4              | 15   | 44.1  | 19                            | 55.9  |
| Oakdene Gardens     | 23                   | 7                   | 30.4              | 5  | 71.4  | 2                             | 28.6  |
| Oakdene Rise        | 14                   | 3                   | 21.4              | 1  | 33.3  | 2                             | 66.7  |
| Oakdene Way         | 16                   | 3                   | 18.8              | 3  | 100.0 | 0                             | 0.0   |
| Old Shoreham Road   | 132                  | 8                   | 6.1               | 2  | 33.3  | 4                             | 66.7  |
| Overdown Rise       | 61                   | 22                  | 36.1              | 10   | 50.0  | 10                            | 50.0  |
| Park Close          | 19                   | 4                   | 21.0              | 1  | 25.0  | 3                             | 75.0  |
| Ridge Close         | 19                   | 11                  | 57.9              | 8  | 72.7  | 3                             | 27.3  |

## 20mph Phase 3: Consultation Report

| Street or road name  | Number of properties | Number of responses | Response rate (%) | Respondents living within Mile Oak Area <sup>2</sup> |       |                               |      |
|----------------------|----------------------|---------------------|-------------------|--|-------|-------------------------------|------|
|                      |                      |                     |                   | Support 20mph in street <sup>33</sup>                |       | Don't support 20mph in street |      |
|                      |                      |                     |                   | Number   | %     | Number                        | %    |
| Robins Row           | 4                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0  |
| Romany Close         | 22                   | 4                   | 18.2              | 4  | 100.0 | 0                             | 0.0  |
| Rowan Close          | 37                   | 13                  | 35.1              | 7  | 53.8  | 6                             | 46.2 |
| Sefton Road          | 20                   | 6                   | 30.0              | 4  | 66.7  | 2                             | 33.3 |
| Sharpthorne Crescent | 42                   | 6                   | 14.3              | 3  | 50.0  | 3                             | 50.0 |
| Sheepbell Close      | 26                   | 4                   | 15.4              | 1  | 25.   | 3                             | 75.0 |
| Sheppard Way         | 55                   | 12                  | 21.8              | 8  | 66.7  | 4                             | 33.3 |
| Sidehill Drive       | 24                   | 6                   | 25.0              | 3  | 50.0  | 3                             | 50.0 |
| South Street         | 47                   | 7                   | 14.9              | 5  | 71.4  | 2                             | 28.6 |
| Southdown Road       | 160                  | 44                  | 27.5              | 30   | 68.2  | 14                            | 31.8 |
| Southon Close        | 12                   | 4                   | 33.3              | 1  | 33.3  | 2                             | 66.7 |
| Stanley Avenue       | 72                   | 22                  | 30.6              | 13   | 59.1  | 9                             | 40.9 |
| Stanley Avenue South | 6                    | 2                   | 33.3              | 2  | 100.0 | 0                             | 0.0  |
| Stonery Close        | 40                   | 9                   | 22.5              | 4  | 44.4  | 5                             | 55.6 |
| Stonery Road         | 115                  | 11                  | 9.6               | 10   | 90.9  | 1                             | 9.1  |
| Sycamore Close       | 40                   | 3                   | 7.5               | 3  | 100.0 | 0                             | 0.0  |
| Teg Close            | 44                   | 9                   | 20.4              | 3  | 33.3  | 6                             | 66.7 |
| The Crossway         | 1                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0  |
| The Parks            | 24                   | 4                   | 16.7              | 2  | 50.0  | 2                             | 50.0 |
| The Rise             | 10                   | 3                   | 30.0              | 2  | 66.7  | 1                             | 33.3 |
| The Sett             | 5                    | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0  |
| Thornbush Crescent   | 37                   | 11                  | 29.7              | 7  | 63.6  | 4                             | 36.4 |
| Thornhill Rise       | 171                  | 39                  | 22.8              | 15   | 38.5  | 24                            | 61.5 |
| Thornhill Way        | 15                   | 3                   | 20.0              | 3  | 100.0 | 0                             | 0.0  |
| Tophill Close        | 36                   | 10                  | 27.8              | 4  | 40.0  | 6                             | 60.0 |
| Truleigh Drive       | 48                   | 13                  | 27.1              | 6  | 46.2  | 7                             | 53.8 |
| Valerie Close        | 12                   | 5                   | 41.7              | 1  | 20.0  | 4                             | 80.0 |
| Valley Road          | 136                  | 30                  | 22.1              | 22   | 73.3  | 8                             | 26.7 |
| Village Close        | 17                   | 0                   | 0.0               | 0  | 0.0   | 0                             | 0.0  |

## 20mph Phase 3: Consultation Report

| Street or road name  | Number of properties | Number of responses | Response rate (%) | Respondents living within Mile Oak Area <sup>2</sup> |             |                               |             |
|----------------------|----------------------|---------------------|-------------------|--|-------------|-------------------------------|-------------|
|                      |                      |                     |                   | Support 20mph in street <sup>33</sup>                |             | Don't support 20mph in street |             |
|                      |                      |                     |                   | Number   | %           | Number                        | %           |
| Warrior Close        | 71                   | 6                   | 8.4               | 4  | 66.7        | 2                             | 3.3         |
| Westway Close        | 16                   | 6                   | 37.5              | 1  | 16.7        | 5                             | 83.3.       |
| Westway Gardens      | 22                   | 4                   | 18.2              | 2  | 50.0        | 2                             | 50.0        |
| Wickhurst Close      | 18                   | 3                   | 16.7              | 1  | 33.3        | 2                             | 66.7        |
| Wickhurst Rise       | 90                   | 9                   | 10.0              | 4  | 44.4        | 5                             | 55.6        |
| Wickhurst Road       | 76                   | 10                  | 13.2              | 8  | 80.0        | 2                             | 20.0        |
| Windlesham Close     | 165                  | 21                  | 12.7              | 16   | 76.2        | 5                             | 23.8        |
| Winfield Close       | 18                   | 3                   | 16.7              | 2  | 66.7        | 1                             | 33.3        |
| <b>Mile Oak Area</b> | <b>6203</b>          | <b>1267</b>         | <b>20.4</b>       | <b>753</b>   | <b>60.4</b> | <b>494</b>                    | <b>39.6</b> |

There were 1267 responses from within the area but only 1247 of these answered this question.

### Respondents who drive as part of their job (not including commuting to/from work)

| 1271 people answered this question | All responses |            | Respondents living in the Mile Oak Area <sup>2</sup> |            | Respondents not living in the Mile Oak Area <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|------------------------------------|---------------|------------|--|------------|--|------------|--|------------|
|                                    | Number        | %          | Number   | %          | Number   | %          | Number   | %          |
| Drive                              | 218           | 17.2       | 214  | 17.1       | 2  | 25.0       | 2  | 20.0       |
| Don't drive                        | 1053          | 82.8       | 1039   | 82.9       | 6  | 75.0       | 8  | 80.0       |
| <b>Total</b>                       | <b>1271</b>   | <b>100</b> | <b>1253</b>  | <b>100</b> | <b>8</b>   | <b>100</b> | <b>10</b>  | <b>100</b> |

214 respondents who live within Mile Oak said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job as follows:

| 214 people answered this question principle driving job | Respondents living in the Mile Oak Area <sup>2</sup> |     |                             |      |                     |      |
|---|--|-----|-----------------------------|------|---------------------|------|
|   | Principle Driving Job                                |     | Support 20mph <sup>34</sup> |      | Don't support 20mph |      |
|   | Number   | %   | Number                      | %    | Number              | %    |
| Taxi driver   | 10   | 4.7 | 5                           | 50.0 | 5                   | 50.0 |
| Delivery driver   | 12   | 5.6 | 6                           | 50.0 | 6                   | 50.0 |

<sup>34</sup> Some drivers did not answer this question eg only 24 health visitors gave an answer.

|   |            |            |            |             |            |             |
|---|------------|------------|------------|-------------|------------|-------------|
| Bus driver                                  | 7          | 3.3        | 2          | 28.6        | 5          | 71.4        |
| Tradesperson                                | 57         | 26.6       | 19         | 33.9        | 37         | 66.1        |
| Health visitor/ district nurse/ care worker | 26         | 12.1       | 17         | 70.8        | 7          | 29.2        |
| Other:                                      | 102        | 47.7       | 51         | 50.5        | 50         | 49.5        |
| <b>Total</b>                                | <b>214</b> | <b>100</b> | <b>100</b> | <b>47.6</b> | <b>110</b> | <b>52.4</b> |

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (47.6%) than the overall figure for the area of 60.4%.

### Support for 20mph speed limits for the whole of the Mile Oak Area

| 1271 people answered this question       | All Respondents |            | Respondents living in the Mile Oak Area <sup>2</sup> |            | Respondents not living in the Mile Oak Area <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|--|-----------------|------------|--|------------|--|------------|--|------------|
|  | Number          | %          | Number   | %          | Number   | %          | Number   | %          |
| Yes – I support the proposals            | 571             | 44.9       | 562  | 45.0       | 5  | 55.6       | 4  | 30.8       |
| Yes – support the proposals with changes | 200             | 15.7       | 199  | 15.9       | 0  | 0.0        | 1  | 7.7        |
| No – I do not support the changes        | 500             | 39.3       | 488  | 39.1       | 4  | 44.4       | 8  | 61.5       |
| <b>Total</b>                             | <b>1271</b>     | <b>100</b> | <b>1249</b>  | <b>100</b> | <b>9</b>   | <b>100</b> | <b>13</b>  | <b>100</b> |

60.9% of respondents living in the Mile Oak Area supported the proposals for the whole area (45.0% in full and 15.9% with some changes). This compares to 60.4% of respondents who live in the area who support 20mph for their street.

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons. Comments were themed and grouped as follows:

| Comments   | Respondents living in the Mile Oak Area <sup>2</sup> |
|--|--|
|  | Number   |
| Improve safety   | 231  |
| Unenforceable/ will be/ is being ignored   | 171  |
| Would support around schools (& hospitals)/ during school drop off / pick up times | 162  |
| Cost/ waste of money   | 151  |
| Unnecessary  | 131  |
| Will address speeding  | 101  |
| Create pollution   | 84   |
| Too slow / will increase journey time  | 81   |
| Cause congestion   | 62   |
| Use other traffic calming methods  | 59   |

|   |    |
|---|----|
| Would be dangerous                              | 28 |
| Dispute / reject safety claims                  | 27 |
| Useful to address rat runs in residential areas | 19 |
| Will have negative impact on buses              | 15 |
| Hasn't worked where implemented                 | 14 |
| Don't want signage                              | 11 |
| Consultation criticism / already decided        | 11 |
| Generally supportive                            | 11 |
| Will make the area more pleasant                | 9  |

### Support for Fox Way becoming 20mph or staying at 30mph

|   | Should become 20mph |      | Should stay at 30mph |      | Total responses |
|---|---------------------|------|----------------------|------|-----------------|
|   | Number              | %    | Number               | %    |                 |
| Respondents living in the Mile Oak Area     | 329                 | 26.6 | 910                  | 73.4 | 1239            |
| Respondents not living in the Mile Oak Area | 5                   | 55.6 | 4                    | 44.4 | 9               |

### Additional Roads to stay at their existing speed

Respondents were asked to name any additional roads they felt should stay at their existing speed (30mph). There were a total of 447 responses from 354 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. The streets which were mentioned most often are shown in the table below (not including the boundary roads or Fox Way which was specifically asked about in Q6 and is shown in the table above.) Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to stay at their existing speed | Respondents living in the Mile Oak Area <sup>2</sup> |
|--|--|
|  | Number of responses <sup>35</sup>                    |
| All  | 164  |
| Mile Oak Road                                    | 94   |
| Valley Road                                      | 56   |
| Main Roads/ Arterial routes                      | 23   |
| Foredown Drive                                   | 9  |
| Graham Avenue                                    | 7  |
| Old Shoreham Road                                | 7  |
| Locks Hill                                       | 6  |
| Residential roads/side roads                     | 4  |
| South Street                                     | 3  |
| Chalky Road                                      | 3  |

<sup>35</sup> For Mile Oak this question was set up on the consultation portal as a "yes/no" answer. Therefore roads given are from respondents replying by mail or exhibition only.

**Additional Roads to change to 20mph**

Respondents were asked to name any additional roads they felt should become 20mph. There were a total of 129 responses from 102 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including Mile Oak Road which we specifically asked about in Q6). Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to reduce to 20mph | Respondents living in the Mile Oak Area: <sup>2</sup> |
|-------------------------------------|---|
|                                     | Number of responses                                   |
| Residential roads/ side roads       | 23  |
| Mile Oak Road                       | 18  |
| Valley Road                         | 15  |
| Chalky Road                         | 10  |
| Melrose Avenue                      | 5   |
| Graham Crescent                     | 4   |
| Bush Farm Drive                     | 3   |
| Foredown Road                       | 3   |
| Graham Avenue                       | 3   |
| Southdown Road                      | 3   |
| Thornhill Rise                      | 3   |
| Dean Gardens                        | 2   |
| Drove Crescent                      | 2   |
| High Street                         | 2   |
| New England Rise                    | 2   |
| Wickhurst Road                      | 2   |

**Work/ live or own or manage a business in the Mile Oak Area**

Respondents could tick more than one option

|  | Respondents living in the Mile Oak Area <sup>2</sup> |
|--|--|
|  | Number   |
| A resident                               | 1250   |
| A business owner/ or manager in the area | 24   |
| A person who works in the area           | 54   |
| Other (please state)                     | 10   |

**Children and/or young people in households in Mile Oak**

| 1267 people answered this question                       | Respondents living in the Mile Oak Area <sup>2</sup> |      |
|--|--|------|
|  | Number   | %    |
| All respondents with children aged 0 to 18 <sup>36</sup> | 345  | 27.2 |
| No children  | 922  | 72.8 |
| Total  | 1267   | 100  |

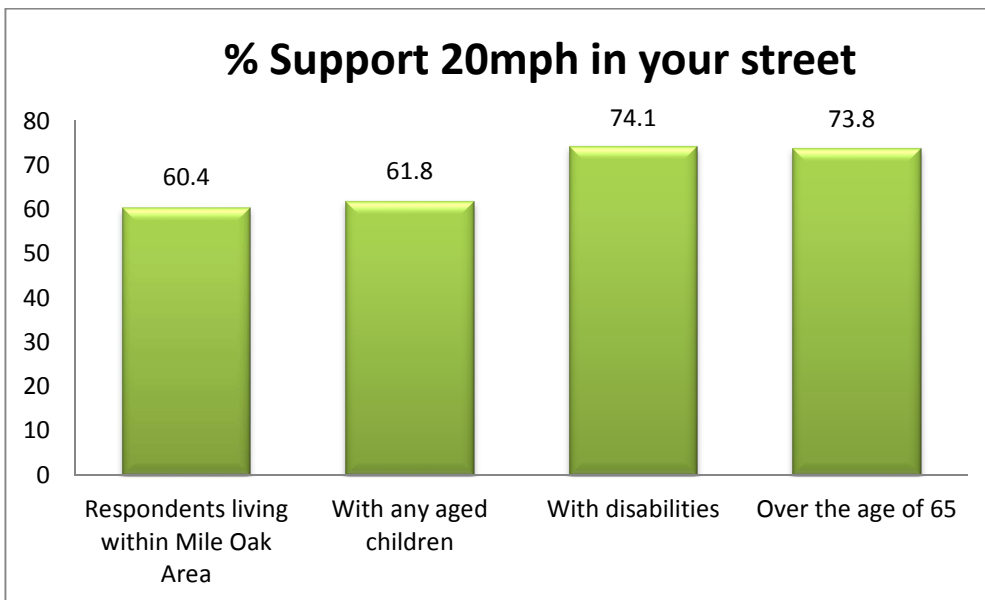
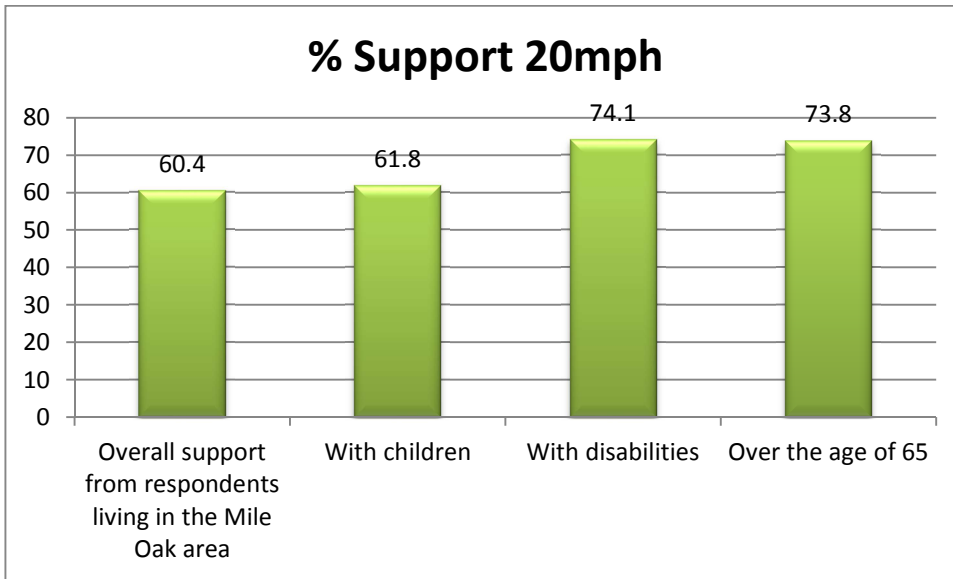
There were 235 respondents who identified as having children aged 0-11 (18.5%). And 161 respondents who identified having children aged 12-18 (12.7%). Households with children (0 – 18) show higher levels of support for their street (61.8%) compared to all respondents from the area (60.4%).

**Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65**

| Respondents:               | Respondents living in the Mile Oak Area <sup>2</sup> |             |                     |             |
|----------------------------|--|-------------|---------------------|-------------|
|                            | Support 20mph  |             | Don't support 20mph |             |
|                            | Number   | %           | Number              | %           |
| With children aged 0 to 11 | 145  | 62.0        | 89                  | 38.0        |
| With children aged 12-18   | 97   | 62.2        | 59                  | 37.8        |
| With any aged children     | 210  | 61.8        | 130                 | 38.2        |
| With disabilities          | 177  | 74.1        | 62                  | 25.9        |
| Over the age of 65         | 211  | 73.8        | 75                  | 26.2        |
| <b>Mile Oak Area</b>       | <b>753</b>   | <b>60.4</b> | <b>494</b>          | <b>39.6</b> |

Levels of support are shown in graph format below:

<sup>36</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.



### Demographic Information

Respondents were asked the following questions for Equalities monitoring:

| Age                               | All Responses |      |
|-----------------------------------|---------------|------|
|                                   | Number        | %    |
| 868 people answered this question |               |      |
| 18-24                             | 7             | 0.8  |
| 25-34                             | 88            | 10.1 |
| 35-44                             | 150           | 17.3 |
| 45-54                             | 166           | 19.1 |
| 55-64                             | 164           | 18.9 |
| 65-74                             | 171           | 19.7 |
| 75+                               | 122           | 14.1 |

|              |            |            |
|--------------|------------|------------|
| <b>Total</b> | <b>868</b> | <b>100</b> |
|--------------|------------|------------|

| Gender                            | All Responses |            |
|-----------------------------------|---------------|------------|
|                                   | Number        | %          |
| 954 people answered this question |               |            |
| Male                              | 433           | 44.6       |
| Female                            | 537           | 55.3       |
| Other                             | 1             | 0.1        |
| <b>Total</b>                      | <b>954</b>    | <b>100</b> |

| Do you identify as the gender you were assigned at birth?<br>(878 people answered this question) | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes  | 865           | 98.5       |
| No   | 13            | 1.5        |
| <b>Total</b>   | <b>878</b>    | <b>100</b> |

| Ethnicity<br>966 people answered this question |   | All Responses |            |
|--|---|---------------|------------|
|  |   | Number        | %          |
| White  | English/ Welsh/ Scottish/ Northern Irish/ British | 911           | 94.3       |
|  | Irish   | 4             | 0.4        |
|  | Gypsy or Irish Traveller                          | 2             | 0.2        |
|  | Any other white background                        | 21            | 2.2        |
| Asian or Asian British                         | Bangladeshi                                       | 3             | 0.3        |
|  | Indian  | 5             | 0.5        |
|  | Pakistani   | 0             | 0.0        |
|  | Chinese   | 3             | 0.3        |
|  | Any other Asian background                        | 0             | 0.0        |
| Black or Black British                         | African   | 2             | 0.2        |
|  | Caribbean   | 0             | 0.0        |
|  | Any other Black background                        | 4             | 0.4        |
| Mixed  | Asian & White                                     | 3             | 0.3        |
|  | Black African & White                             | 1             | 0.1        |
|  | Black Caribbean & White                           | 2             | 0.2        |
|  | Any other mixed background                        | 3             | 0.3        |
| Any other ethnic group                         | Arab  | 1             | 0.1        |
|  | Any other ethnic group                            | 1             | 0.1        |
| <b>Total</b>                                   |   | <b>966</b>    | <b>100</b> |

| Sexual orientation<br>889 people answered this question | All Responses |      |
|---|---------------|------|
|   | Number        | %    |
| Heterosexual/ straight                                  | 853           | 96.0 |
| Lesbian/ Gay woman                                      | 9             | 1.0  |
| Gay Man   | 13            | 1.5  |
| Bisexual  | 14            | 1.6  |

|              |            |            |
|--------------|------------|------------|
| Other        | 0          | 0.0        |
| <b>Total</b> | <b>889</b> | <b>100</b> |

| What is your religion or belief?<br>945 people answered this question | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| I have no particular religion   | 281           | 29.7       |
| Buddhist  | 16            | 1.7        |
| Christian   | 543           | 57.5       |
| Hindu   | 6             | 0.6        |
| Jain  | 0             | 0.0        |
| Jewish  | 6             | 0.6        |
| Muslim  | 19            | 2.0        |
| Pagan   | 4             | 0.4        |
| Sikh  | 0             | 0.0        |
| Agnostic  | 16            | 1.7        |
| Atheist   | 39            | 4.1        |
| Other   | 9             | 1.0        |
| Other Philosophical belief  | 6             | 0.6        |
| <b>Total</b>  | <b>945</b>    | <b>100</b> |

| Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?<br>(943 people answered this question) | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Yes, a little   | 139           | 14.7       |
| Yes, a lot  | 102           | 10.8       |
| No  | 702           | 74.4       |
| <b>Total</b>  | <b>943</b>    | <b>100</b> |

| Please state the type of impairment which applies to you. | All Responses |                 |
|---|---------------|-----------------|
|   | Number        | % <sup>37</sup> |
| Physical impairment                                       | 124           | 51.5            |
| Sensory impairment  | 9             | 3.7             |
| Learning disability/ difficulty                           | 4             | 1.7             |
| Long-standing illness                                     | 76            | 31.5            |
| Mental health condition                                   | 20            | 8.3             |
| Development condition                                     | 6             | 2.5             |
| Other   | 7             | 3.0             |
| <b>Total responses</b>                                    | <b>246</b>    | <b>-</b>        |

| Are you a carer<br>945 people answered this question | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes  | 102           | 10.8       |
| No   | 843           | 89.2       |
| <b>Total</b>   | <b>945</b>    | <b>100</b> |

<sup>37</sup> Of those respondents who answered Yes to disability. Respondents could tick more than one option, therefore percentages won't add up to 100.

| If yes do you care for?  | All Responses |                 |
|--------------------------|---------------|-----------------|
|                          | Number        | % <sup>38</sup> |
| Parent                   | 29            | 28.4            |
| Child with special needs | 23            | 22.5            |
| Other family member      | 15            | 14.7            |
| Partner/ spouse          | 33            | 32.4            |
| Friend                   | 2             | 2.0             |
| Other (please state)     | 0             | 0.0             |
| <b>Total responses</b>   | <b>102</b>    | -               |

| Armed Forces Service   | All Responses |      |
|--|---------------|------|
|  | Number        | %    |
| Are you currently serving in the UK Armed Forces (this includes reservists or part-time service eg Territorial Army) | 1             | 0.1  |
| Have you ever served in the UK Armed Forces?   | 100           | 11.3 |
| Are you a member of a current or former serviceman or woman's immediate family/ household?                           | 38            | 4.6  |

<sup>38</sup> Of those respondents who answered yes to carer. Respondents could tick more than one option therefore percentages won't add to 100%.

# Hangleton

## Headline Findings

Levels of support for 20mph on their street for respondents living within Hangleton Area:

- 52.9% overall
- 38% for those who drive as part of their job
- 56.1% with children
- 68.4% over the age of 65
- 70.0% for those with disabilities

## Response Rate

1670 responses were received for the Hangleton Area:

- 1518 (90.9%) of these were forms received by post
- 148 (8.9%) were online responses
- 4 (0.2%) were collected at exhibitions

1620 responses (97%) responses came from streets within the Hangleton area. 21 responses were from people who could be identified as living outside the Hangleton area and 29 responses came from people who did not give address details.

The response rate is 24.7%<sup>39</sup>.

## Findings

### Support for 20mph for your street<sup>40</sup>

There were 1646 responses to this question. The table below shows levels of support from those who can be identified as:

- living within the Hangleton area
- not living in the Hangleton area
- who completed questionnaires (with Hangleton label or identified themselves as living in this area online) but then did not give address details to confirm this:

<sup>39</sup> Based on number of valid addresses and responses received for that road. It is acknowledged that some households may have responded more than once eg through the consultation portal and via a paper questionnaire and/or at an exhibition.

<sup>40</sup> Some streets are already 20mph.

## 20mph Phase 3: Consultation Report

| 1646 people answered this question | All Respondents |            | Respondents living within Hangleton Area <sup>41</sup> |            | Respondents not living within Hangleton Area <sup>42</sup> |            | Respondents with no address details given <sup>43</sup> |            |
|------------------------------------|-----------------|------------|--|------------|--|------------|---|------------|
|                                    | Number          | %          | Number   | %          | Number   | %          | Number  | %          |
| Yes                                | 865             | 52.6       | 845  | 52.9       | 10   | 47.6       | 10  | 37.0       |
| No                                 | 781             | 47.4       | 753  | 47.1       | 11   | 52.4       | 17  | 63.0       |
| <b>Total</b>                       | <b>1646</b>     | <b>100</b> | <b>1598</b>  | <b>100</b> | <b>21</b>  | <b>100</b> | <b>27</b>   | <b>100</b> |

Responses for each street are shown in the following table:

### Support 20mph for the street that you live on Hangleton

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living within the Hangleton Area <sup>2</sup> |       |                               |      |
|---------------------|----------------------|---------------------|-------------------|---|-------|-------------------------------|------|
|                     |                      |                     |                   | Support 20mph in street <sup>44</sup>                     |       | Don't support 20mph in street |      |
|                     |                      |                     |                   | Number  | %     | Number                        | %    |
| Acacia Avenue       | 16                   | 7                   | 43.8              | 6   | 85.7  | 1                             | 14.3 |
| Amberley Close      | 12                   | 4                   | 33.3              | 2   | 50.0  | 2                             | 50.0 |
| Amberley Drive      | 121                  | 21                  | 17.4              | 16  | 76.2  | 5                             | 23.8 |
| Applesham Avenue    | 94                   | 34                  | 36.2              | 23  | 67.6  | 11                            | 32.4 |
| Ashlings Way        | 8                    | 5                   | 62.5              | 3   | 60.0  | 2                             | 40.0 |
| Barnet Way          | 48                   | 9                   | 18.8              | 5   | 55.6  | 4                             | 44.4 |
| Beeding Avenue      | 44                   | 4                   | 9.1               | 4   | 100.0 | 0                             | 0.0  |
| Bellingham Crescent | 153                  | 12                  | 7.8               | 8   | 66.7  | 4                             | 33.3 |
| Bramber Avenue      | 42                   | 10                  | 23.8              | 6   | 66.7  | 3                             | 33.3 |
| Broad Rig Avenue    | 50                   | 20                  | 40.0              | 4   | 20.0  | 16                            | 80.0 |
| Buckley Close       | 52                   | 6                   | 11.5              | 5   | 83.3  | 1                             | 16.7 |
| Burwash Road        | 39                   | 6                   | 14.6              | 1   | 16.7  | 5                             | 83.3 |
| Chichester Close    | 61                   | 8                   | 13.1              | 5   | 62.5  | 3                             | 37.5 |
| Clarke Avenue       | 84                   | 18                  | 21.4              | 11  | 61.1  | 7                             | 38.9 |
| Clayton Way         | 15                   | 6                   | 40.0              | 4   | 66.7  | 2                             | 33.3 |

<sup>41</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>42</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary

<sup>43</sup> These respondents have completed a questionnaire for the Area but have given no address

<sup>44</sup> There were 1620 responses from within the area but only 1597 of these answered this question. Discrepancies between the number of respondents per street and those who answered whether they support 20mph for the street they live on are highlighted in yellow, within the table.

## 20mph Phase 3: Consultation Report

| Street or road name    | Number of properties | Number of responses | Response rate (%) | Respondents living within the Hangleton Area <sup>2</sup> |       |                               |       |
|------------------------|----------------------|---------------------|-------------------|---|-------|-------------------------------|-------|
|                        |                      |                     |                   | Support 20mph in street <sup>44</sup>                     |       | Don't support 20mph in street |       |
|                        |                      |                     |                   | Number  | %     | Number                        | %     |
| Court Farm Road        | 156                  | 35                  | 22.4              | 10  | 28.6  | 25                            | 71.4  |
| Cowdens Close          | 13                   | 1                   | 7.7               | 0   | 0.0   | 1                             | 100.0 |
| Cranmer Avenue         | 57                   | 21                  | 36.8              | 15  | 71.4  | 6                             | 28.6  |
| Dale View              | 102                  | 27                  | 26.5              | 12  | 46.2  | 14                            | 53.8  |
| Dale View Gardens      | 8                    | 4                   | 50.0              | 0   | 0.0   | 4                             | 100.0 |
| Devils Dyke Road       | 1                    | 0                   | 0.0               | 0   | 0.0   | 0                             | 0.0   |
| Downland Crescent      | 24                   | 1                   | 4.2               | 1   | 100.0 | 0                             | 0.0   |
| Downland Drive         | 112                  | 13                  | 11.6              | 5   | 38.5  | 8                             | 61.5  |
| Downsview              | 9                    | 6                   | 66.7              | 2   | 33.3  | 4                             | 66.7  |
| Egmont Road            | 72                   | 8                   | 11.1              | 3   | 42.9  | 4                             | 57.1  |
| Elm Drive              | 214                  | 54                  | 25.2              | 35  | 66.0  | 18                            | 34.0  |
| English Close          | 21                   | 0                   | 0.0               | 0   | 0     | 0                             | 0     |
| Eridge Road            | 9                    | 3                   | 25.0              | 2   | 66.7  | 1                             | 33.3  |
| Fallowfield Close      | 15                   | 4                   | 26.7              | 0   | 0.0   | 4                             | 100.0 |
| Fallowfield Crescent   | 87                   | 26                  | 29.9              | 17  | 68.0  | 8                             | 32.0  |
| Farmway Close          | 22                   | 11                  | 50.0              | 6   | 54.5  | 5                             | 45.5  |
| Findon Close           | 16                   | 4                   | 25.0              | 1   | 25.0  | 3                             | 75.0  |
| Frant Road             | 9                    | 3                   | 33.3              | 1   | 33.3  | 2                             | 66.7  |
| Gleton Avenue          | 60                   | 22                  | 36.7              | 16  | 72.7  | 6                             | 27.3  |
| Godwin Road            | 135                  | 17                  | 12.6              | 7   | 43.8  | 9                             | 56.3  |
| Greenleas              | 25                   | 7                   | 28.0              | 5   | 71.4  | 2                             | 28.6  |
| Hangleton Close        | 49                   | 16                  | 32.7              | 8   | 50.0  | 8                             | 50.0  |
| Hangleton Gardens      | 12                   | 6                   | 50.0              | 4   | 66.7  | 2                             | 33.3  |
| Hangleton Lane         | 27                   | 7                   | 25.9              | 4   | 66.7  | 2                             | 33.3  |
| Hangleton Manor Close  | 13                   | 5                   | 38.5              | 0   | 0.0   | 5                             | 100.0 |
| Hangleton Road         | 456                  | 138                 | 29.9              | 66  | 50.0  | 66                            | 60.0  |
| Hangleton Valley Drive | 188                  | 88                  | 46.6              | 36  | 42.1  | 51                            | 58.6  |
| Hangleton Way          | 239                  | 54                  | 22.4              | 29  | 53.7  | 25                            | 46.3  |
| Hardwick Road          | 138                  | 18                  | 13.0              | 8   | 44.4  | 10                            | 55.6  |
| Hardwick Way           | 20                   | 3                   | 15.0              | 2   | 66.7  | 1                             | 33.0  |

## 20mph Phase 3: Consultation Report

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living within the Hangleton Area <sup>2</sup> |       |                               |       |
|---------------------|----------------------|---------------------|-------------------|---|-------|-------------------------------|-------|
|                     |                      |                     |                   | Support 20mph in street <sup>44</sup>                     |       | Don't support 20mph in street |       |
|                     |                      |                     |                   | Number  | %     | Number                        | %     |
| Harmsworth Crescent | 111                  | 18                  | 16.2              | 14  | 77.8  | 4                             | 22.2  |
| Henfield Way        | 11                   | 2                   | 18.2              | 1   | 50.0  | 1                             | 50.0  |
| High Park Avenue    | 36                   | 11                  | 30.6              | 6   | 55.0  | 5                             | 46.0  |
| Holmes Avenue       | 193                  | 67                  | 34.7              | 49  | 75.4  | 16                            | 24.6  |
| Honey Croft         | 55                   | 20                  | 36.4              | 4   | 20.0  | 16                            | 80.0  |
| Kingston Close      | 68                   | 10                  | 14.7              | 8   | 80.0  | 2                             | 20.0  |
| Knoll Close         | 16                   | 1                   | 6.3               | 1   | 100.0 | 0                             | 0.0   |
| Laburnum Avenue     | 34                   | 1                   | 2.9               | 0   | 0.0   | 1                             | 100.0 |
| Lark Hill           | 78                   | 23                  | 29.5              | 12  | 52.2  | 11                            | 47.8  |
| Lynchets Crescent   | 40                   | 16                  | 40.0              | 3   | 18.8  | 13                            | 81.3  |
| Maple Gardens       | 16                   | 2                   | 12.5              | 1   | 50.0  | 1                             | 50.0  |
| Martin Road         | 22                   | 4                   | 18.2              | 1   | 25.0  | 3                             | 75.0  |
| Maytree Walk        | 26                   | 6                   | 23.1              | 2   | 33.3  | 4                             | 66.7  |
| Meads Avenue        | 42                   | 18                  | 42.9              | 5   | 27.8  | 13                            | 72.2  |
| Meads Close         | 7                    | 2                   | 28.6              | 0   | 0.0   | 2                             | 100.0 |
| Meadway Crescent    | 56                   | 13                  | 23.2              | 11  | 84.6  | 2                             | 15.4  |
| Meyners Close       | 7                    | 1                   | 14.3              | 0   | 0.0   | 1                             | 100.0 |
| Midhurst Walk       | 12                   | 0                   | 0.0               | 0   | 0     | 0                             | 0     |
| Moyne Close         | 102                  | 13                  | 12.7              | 9   | 69.2  | 4                             | 30.8  |
| Nevill Avenue       | 217                  | 73                  | 33.3              | 42  | 57.5  | 31                            | 42.5  |
| Nevill Close        | 8                    | 4                   | 50.0              | 1   | 25.0  | 3                             | 75.0  |
| Nevill Gardens      | 8                    | 1                   | 12.5              | 1   | 100.0 | 0                             | 0.0   |
| Nevill Place        | 8                    | 2                   | 25.0              | 1   | 50.0  | 1                             | 50.0  |
| Nevill Road         | 129                  | 24                  | 18.3              | 12  | 50.0  | 12                            | 50.0  |
| Northeast Close     | 9                    | 4                   | 44.4              | 0   | 0.0   | 4                             | 100.0 |
| Northeast Drive     | 93                   | 29                  | 31.2              | 19  | 65.5  | 10                            | 34.5  |
| Northeast Gardens   | 14                   | 4                   | 28.6              | 2   | 50.0  | 2                             | 50.0  |
| Northfield Rise     | 5                    | 3                   | 60.0              | 1   | 33.3  | 2                             | 66.7  |
| Nutley Close        | 12                   | 4                   | 33.3              | 0   | 0.0   | 4                             | 100.0 |
| Old School Place    | 30                   | 5                   | 16.7              | 2   | 40.0  | 3                             | 60.0  |

## 20mph Phase 3: Consultation Report

| Street or road name | Number of properties | Number of responses | Response rate (%) | Respondents living within the Hangleton Area <sup>2</sup> |       |                               |       |
|---------------------|----------------------|---------------------|-------------------|---|-------|-------------------------------|-------|
|                     |                      |                     |                   | Support 20mph in street <sup>44</sup>                     |       | Don't support 20mph in street |       |
|                     |                      |                     |                   | Number  | %     | Number                        | %     |
| Old Shoreham Road   | 161                  | 17                  | 10.4              | 4   | 26.7  | 11                            | 73.3  |
| Park Close          | 8                    | 2                   | 25.0              | 1   | 100.0 | 0                             | 0.0   |
| Park Rise           | 28                   | 9                   | 32.1              | 4   | 44.4  | 5                             | 55.6  |
| Pipers Close        | 20                   | 9                   | 45.0              | 4   | 44.4  | 5                             | 55.6  |
| Poplar Avenue       | 187                  | 50                  | 26.7              | 29  | 58.0  | 21                            | 42.0  |
| Poplar Close        | 16                   | 0                   | 0.0               | 0   | 0.0   | 0                             | 0.0   |
| Poynings Drive      | 136                  | 26                  | 19.1              | 17  | 65.4  | 9                             | 34.6  |
| Queens Parade       | 25                   | 0                   | 0.0               | 0   | 0.0   | 0                             | 0.0   |
| Rowan Avenue        | 169                  | 47                  | 27.8              | 27  | 58.7  | 19                            | 41.3  |
| Sherbourne Close    | 58                   | 7                   | 12.1              | 4   | 66.7  | 2                             | 33.3  |
| Sherbourne Road     | 125                  | 31                  | 24.8              | 19  | 61.3  | 12                            | 38.7  |
| Sherbourne Way      | 16                   | 4                   | 23.5              | 1   | 25.0  | 3                             | 75.0  |
| Spencer Avenue      | 69                   | 20                  | 29.0              | 12  | 60.0  | 8                             | 40.0  |
| St Helens Crescent  | 32                   | 13                  | 40.6              | 7   | 53.8  | 6                             | 46.2  |
| St Helens Drive     | 24                   | 13                  | 54.2              | 6   | 46.2  | 7                             | 53.8  |
| St Peters Close     | 58                   | 7                   | 11.9              | 6   | 85.7  | 1                             | 14.3  |
| Stapley Road        | 161                  | 31                  | 19.0              | 12  | 40.0  | 18                            | 60.0  |
| Steyning Avenue     | 26                   | 6                   | 23.1              | 3   | 50.0  | 3                             | 50.0  |
| Stonecroft Close    | 22                   | 6                   | 27.3              | 2   | 33.3  | 4                             | 66.7  |
| Storrington Close   | 36                   | 4                   | 11.1              | 3   | 75.0  | 1                             | 25.0  |
| Summerdale Road     | 42                   | 15                  | 35.7              | 9   | 60.0  | 6                             | 40.0  |
| Sunninghill Avenue  | 103                  | 43                  | 41.7              | 22  | 51.2  | 21                            | 48.8  |
| Sunninghill Close   | 43                   | 6                   | 14.0              | 4   | 66.7  | 2                             | 33.3  |
| Sylvester Way       | 11                   | 2                   | 18.2              | 1   | 50.0  | 1                             | 50.0  |
| The Dene            | 5                    | 3                   | 60.0              | 1   | 33.3  | 2                             | 66.7  |
| The Down            | 7                    | 1                   | 14.3              | 0   | 0.0   | 1                             | 100.0 |
| The Meadows         | 6                    | 1                   | 16.7              | 0   | 0.0   | 1                             | 100.0 |
| Thornhill Close     | 16                   | 10                  | 62.5              | 6   | 60.0  | 4                             | 40.0  |
| Torrance Close      | 2                    | 1                   | 50.0              | 0   | 0.0   | 1                             | 100.0 |
| Tudor Close         | 23                   | 7                   | 30.4              | 6   | 85.7  | 1                             | 14.3  |

## 20mph Phase 3: Consultation Report

| Street or road name   | Number of properties | Number of responses | Response rate (%) | Respondents living within the Hangleton Area <sup>2</sup> |             |                               |             |
|-----------------------|----------------------|---------------------|-------------------|---|-------------|-------------------------------|-------------|
|                       |                      |                     |                   | Support 20mph in street <sup>44</sup>                     |             | Don't support 20mph in street |             |
|                       |                      |                     |                   | Number  | %           | Number                        | %           |
| Warenne Road          | 46                   | 11                  | 23.9              | 1   | 9.1         | 10                            | 90.9        |
| Wayfield Avenue       | 58                   | 14                  | 24.1              | 5   | 35.7        | 9                             | 64.3        |
| Wayfield Close        | 17                   | 4                   | 23.5              | 2   | 50.0        | 2                             | 50.0        |
| Weald Avenue          | 5                    | 2                   | 40.0              | 1   | 50.0        | 1                             | 50.0        |
| West Way              | 92                   | 26                  | 28.3              | 7   | 26.9        | 19                            | 73.1        |
| Wilfrid Road          | 81                   | 11                  | 13.4              | 9   | 81.8        | 2                             | 18.2        |
| Windmill Close        | 22                   | 8                   | 36.4              | 4   | 50.0        | 4                             | 50.0        |
| <b>Hangleton Area</b> | <b>6569</b>          | <b>1620</b>         | <b>24.6</b>       | <b>844</b>  | <b>52.9</b> | <b>753</b>                    | <b>47.1</b> |

### Respondents who drive as part of their job (not including commuting to/ from work)

| 1644 people answered this question | All responses |            | Respondents living within the Hangleton Area <sup>2</sup> |            | Respondents not living within the Hangleton Area <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|------------------------------------|---------------|------------|---|------------|---|------------|--|------------|
|                                    | Number        | %          | Number  | %          | Number  | %          | Number   | %          |
| Drive                              | 313           | 19.0       | 298   | 18.6       | 5   | 23.8       | 10   | 41.7       |
| Don't drive                        | 1331          | 81.0       | 1301  | 81.4       | 16  | 76.2       | 14   | 58.3       |
| <b>Total</b>                       | <b>1644</b>   | <b>100</b> | <b>1599</b>   | <b>100</b> | <b>21</b>   | <b>100</b> | <b>24</b>  | <b>100</b> |

298 respondents who live within the Hangleton area said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job as follows:

| 281 people answered this question (principle driving job) | Respondents within the Hangleton Area <sup>2</sup> |              |                             |           |                     |           |
|---|--|--------------|-----------------------------|-----------|---------------------|-----------|
|   | Principle Driving Job                              |              | Support 20mph <sup>45</sup> |           | Don't support 20mph |           |
|   | Number   | %            | Number                      | %         | Number              | %         |
| Taxi driver   | 18   | 6.4          | 4                           | 23.5      | 13                  | 76.5      |
| Delivery driver   | 22   | 7.8          | 7                           | 31.8      | 15                  | 68.2      |
| Bus driver  | 9  | 3.2          | 4                           | 44.4      | 5                   | 55.6      |
| Tradesperson  | 62   | 22.1         | 18                          | 29.5      | 43                  | 70.5      |
| Health visitor/ district nurse/ care worker               | 44   | 15.7         | 21                          | 50.0      | 21                  | 50.0      |
| Other:  | 126  | 44.8         | 50                          | 40.7      | 73                  | 59.3      |
| <b>Total</b>  | <b>281</b>   | <b>100.0</b> | <b>104</b>                  | <b>38</b> | <b>170</b>          | <b>62</b> |

<sup>45</sup> Some drivers did not answer this question eg only 17 taxi drivers gave an answer.

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (38%) than the overall figure for the area of 52.9%.

**Support for 20mph speed limits for the whole of the Hangleton Area**

| 1648 people answered this question       | All Respondents |            | Respondents living within the Hangleton Area <sup>2</sup> |            | Respondents not living within the Hangleton Area <sup>3</sup> |            | Respondents with no address details given <sup>4</sup> |            |
|--|-----------------|------------|---|------------|---|------------|--|------------|
|  | Number          | %          | Number  | %          | Number  | %          | Number   | %          |
| Yes – I support the proposals            | 701             | 42.5       | 683   | 42.7       | 10  | 47.6       | 8  | 28.6       |
| Yes – support the proposals with changes | 197             | 12.0       | 194   | 12.1       | 0   | 0          | 3  | 10.7       |
| No – I do not support the changes        | 750             | 45.5       | 722   | 45.2       | 11  | 52.4       | 17   | 60.7       |
| <b>Total</b>                             | <b>1648</b>     | <b>100</b> | <b>1599</b>   | <b>100</b> | <b>21</b>   | <b>100</b> | <b>28</b>  | <b>100</b> |

54.8% of respondents living in the Hangleton Area supported the proposals for the whole area (42.7% in full and 12.1% with some changes). This compares to 52.9% of respondents who live in the area who support 20mph for their street.

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons. Comments were themed and grouped as follows:

| Comments   | Respondents living within the Hangleton Area <sup>2</sup> |
|--|---|
|  | Number  |
| Improve safety   | 300   |
| Would support around schools (& hospitals)/ during school drop off / pick up times | 280   |
| Cost/ waste of money   | 189   |
| Will address speeding  | 171   |
| Unenforceable/ will be/ is being ignored   | 171   |
| Unnecessary  | 161   |
| Create pollution   | 153   |
| Cause congestion   | 117   |
| Too slow / will increase journey time  | 92  |
| Would be dangerous   | 62  |
| Use other traffic calming methods  | 71  |
| Dispute / reject safety claims   | 58  |
| Useful to address rat runs in residential areas                                    | 37  |
| Will have negative impact on buses   | 22  |
| Consultation criticism / already decided   | 15  |
| Generally supportive   | 14  |
| Preferable to other traffic calming  | 8   |
| Hasn't worked where implemented  | 8   |

|                                  |   |
|----------------------------------|---|
| Don't want signage               | 6 |
| Will improve pollution levels    | 4 |
| Will make the area more pleasant | 4 |

**Support for Hangleton Road becoming 20mph or staying at 30mph**

|  | Should become 20mph |      | Should stay at 30mph |      | Total responses |
|--|---------------------|------|----------------------|------|-----------------|
|  | Number              | %    | Number               | %    |                 |
| Respondents living within the Hangleton Area     | 377                 | 23.5 | 1224                 | 76.5 | 1601            |
| Respondents not living within the Hangleton Area | 7                   | 35.0 | 13                   | 65.0 | 20              |

**Additional Roads to stay at their existing speed**

Respondents were asked to name any additional roads they felt should stay at their existing speed. There were a total of 613 responses from 492 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. The streets which were mentioned most often are shown in the table below (not including the boundary roads or Hangleton Road which was specifically asked about in Q6 and is shown in the table above.) Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to stay at their existing speed | Respondents living within the Hangleton Area: <sup>2</sup> |
|--|--|
|  | Number of responses  |
| All  | 257  |
| Nevill Avenue                                    | 44   |
| Hangleton Way                                    | 37   |
| West Way   | 34   |
| Hangleton Lane                                   | 10   |
| Holmes Avenue                                    | 10   |
| Hangleton Valley Drive                           | 10   |
| Poplar Avenue                                    | 5  |
| Elm Drive  | 3  |
| Court Farm Road                                  | 2  |
| Stapley Road                                     | 2  |

**Additional Roads to change to 20mph**

Respondents were asked to name any additional roads they felt should stay at their existing speed. There were a total of 127 responses from 96 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including Hangleton Road which we specifically asked about in Q6). Only roads which are within the boundary and have been mentioned more than once have been included.

| Additional Roads to reduce to 20mph | Respondents living within the Hangleton Area: <sup>2</sup> |
|-------------------------------------|--|
|                                     | Number of responses  |
| Residential Roads/ side roads       | 27   |
| Hangleton Way                       | 19   |
| Nevill Avenue                       | 14   |
| Holmes Avenue                       | 8  |
| West Way                            | 6  |
| Nevill Road                         | 5  |
| Hangleton Lane                      | 5  |
| Hangleton Valley Drive              | 4  |
| Applesham Avenue                    | 4  |
| Elm Drive                           | 3  |
| Northeast Drive                     | 3  |
| Poplar Avenue                       | 3  |
| Amberley Drive                      | 2  |
| Downland Drive                      | 2  |
| Hardwick Road                       | 2  |
| Hangleton Gardens                   | 2  |
| Martin Road                         | 2  |
| Rowan Avenue                        | 2  |

**Work/ live or own or manage a business in the Hangleton Area**

Respondents could tick more than one option:

|  | Respondents living within the Hangleton Area <sup>2</sup> |
|--|---|
|  | Number  |
| A resident                               | 1598  |
| A business owner/ or manager in the area | 44  |
| A person who works in the area           | 87  |
| Other (please state)                     | 9   |

**Children and/or young people in households in the Hangleton Area**

| 1589 people answered this question                       | Respondents living within the Hangleton Area <sup>2</sup> |      |
|--|---|------|
|  | Number  | %    |
| All respondents with children aged 0 to 18 <sup>46</sup> | 503   | 31.7 |

<sup>46</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket. Not everyone answered this question.

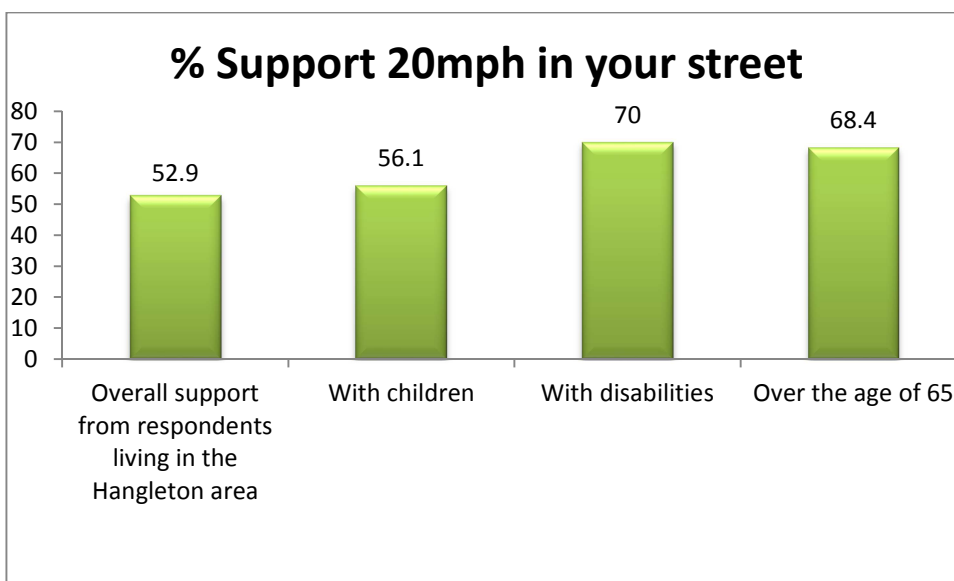
|              |             |            |
|--------------|-------------|------------|
| No children  | 1085        | 68.3       |
| <b>Total</b> | <b>1589</b> | <b>100</b> |

There were 336 respondents who identified as having children aged 0-11 (21.1%). And 239 respondents who identified having children aged 12-18 (15.0%). Households with children (0-18) show higher levels of support for their street (56.1%) compared to all respondents from the area (52.9%).

**Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65**

| Respondents:               | Respondents living within the Hangleton Area <sup>2</sup> |             |                     |             |
|----------------------------|---|-------------|---------------------|-------------|
|                            | Support 20mph   |             | Don't support 20mph |             |
|                            | Number  | %           | Number              | %           |
| With children aged 0 to 11 | 203   | 61.5        | 127                 | 38.5        |
| With children aged 12-18   | 119   | 50.4        | 117                 | 49.6        |
| With any aged children     | 277   | 56.1        | 217                 | 43.9        |
| With disabilities          | 190   | 70.0        | 82                  | 30.0        |
| Over the age of 65         | 249   | 68.4        | 115                 | 31.6        |
| <b>Hangleton Area</b>      | <b>844</b>  | <b>52.9</b> | <b>753</b>          | <b>47.1</b> |

Levels of support are shown in graph format below:



## Demographic Information

Respondents were asked the following questions for Equalities monitoring:

| Age                                | All Responses |            |
|------------------------------------|---------------|------------|
|                                    | Number        | %          |
| 1105 people answered this question |               |            |
| U18                                | 0             | 0          |
| 18-24                              | 19            | 1.7        |
| 25-34                              | 82            | 7.4        |
| 35-44                              | 191           | 17.3       |
| 45-54                              | 220           | 19.9       |
| 55-64                              | 214           | 19.4       |
| 65-74                              | 187           | 16.9       |
| 75+                                | 192           | 17.4       |
| <b>Total</b>                       | <b>1105</b>   | <b>100</b> |

| Gender                             | All Responses |            |
|------------------------------------|---------------|------------|
|                                    | Number        | %          |
| 1226 people answered this question |               |            |
| Male                               | 558           | 45.5       |
| Female                             | 667           | 54.4       |
| Other                              | 1             | 0.1        |
| <b>Total</b>                       | <b>1226</b>   | <b>100</b> |

| Do you identify as the gender you were assigned at birth?<br>(1105 people answered this question) | All Responses |            |
|---|---------------|------------|
|   | Number        | %          |
| Yes   | 1085          | 98.2       |
| No  | 20            | 1.8        |
| <b>Total</b>  | <b>1105</b>   | <b>100</b> |

| Armed Forces Service   | All Responses |     |
|--|---------------|-----|
|  | Number        | %   |
| Are you currently serving in the UK Armed Forces (this includes reservists or part-time service eg Territorial Army) | 1             | 0.1 |
| Have you ever served in the UK Armed Forces?   | 107           | 9.7 |
| Are you a member of a current or former serviceman or woman's immediate family/ household?                           | 35            | 3.4 |

| Ethnicity<br>1215 people answered this question |   | All Responses |            |
|---|---|---------------|------------|
|   |   | Number        | %          |
| White   | English/ Welsh/ Scottish/ Northern Irish/ British | 1102          | 90.7       |
|   | Irish   | 10            | 0.8        |
|   | Gypsy or Irish Traveller                          | 1             | 0.1        |
|   | Any other white background                        | 51            | 4.2        |
| Asian or Asian British                          | Bangladeshi                                       | 4             | 0.3        |
|   | Indian  | 4             | 0.3        |
|   | Pakistani   | 3             | 0.3        |
|   | Chinese   | 4             | 0.3        |
|   | Any other Asian background                        | 2             | 0.2        |
| Black or Black British                          | African   | 2             | 0.2        |
|   | Caribbean   | 3             | 0.2        |
|   | Any other Black background                        | 2             | 0.2        |
| Mixed   | Asian & White                                     | 6             | 0.5        |
|   | Black African & White                             | 7             | 0.6        |
|   | Black Caribbean & White                           | 1             | 0.1        |
|   | Any other mixed background                        | 2             | 0.2        |
| Any other ethnic group                          | Arab  | 4             | 0.3        |
|   | Any other ethnic group                            | 7             | 0.6        |
| <b>Total</b>                                    |   | <b>1215</b>   | <b>100</b> |

| Sexual orientation<br>1101 people answered this question | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Heterosexual/ straight                                   | 1058          | 96.1       |
| Lesbian/ Gay woman                                       | 12            | 1.1        |
| Gay Man  | 12            | 1.1        |
| Bisexual   | 17            | 1.5        |
| Other  | 2             | 0.1        |
| <b>Total</b>   | <b>1101</b>   | <b>100</b> |

| What is your religion or belief?<br>1163 people answered this question | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| I have no particular religion  | 321           | 27.6       |
| Buddhist   | 9             | 0.8        |
| Christian  | 675           | 58.0       |
| Hindu  | 9             | 0.8        |
| Jain   | 5             | 0.4        |
| Jewish   | 8             | 0.7        |
| Muslim   | 26            | 2.2        |
| Pagan  | 6             | 0.5        |
| Sikh   | 0             | 0          |
| Agnostic   | 24            | 2.1        |
| Atheist  | 54            | 4.6        |
| Other  | 17            | 1.5        |
| Other Philosophical belief   | 9             | 0.8        |
| <b>Total</b>   | <b>1163</b>   | <b>100</b> |

## 20mph Phase 3: Consultation Report

| Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes, a little  | 155           | 13.1       |
| Yes, a lot   | 127           | 10.7       |
| No   | 901           | 76.2       |
| <b>Total</b>   | <b>1183</b>   | <b>100</b> |

| Please state the type of impairment which applies to you. | All Responses |                 |
|---|---------------|-----------------|
|   | Number        | % <sup>47</sup> |
| Physical impairment                                       | 131           | 46.4            |
| Sensory impairment  | 15            | 5.3             |
| Learning disability/ difficulty                           | 4             | 1.4             |
| Long-standing illness                                     | 87            | 30.1            |
| Mental health condition                                   | 22            | 7.8             |
| Development condition                                     | 10            | 3.5             |
| Other   | 24            | 8.5             |
| <b>Total responses</b>                                    | <b>293</b>    | <b>-</b>        |

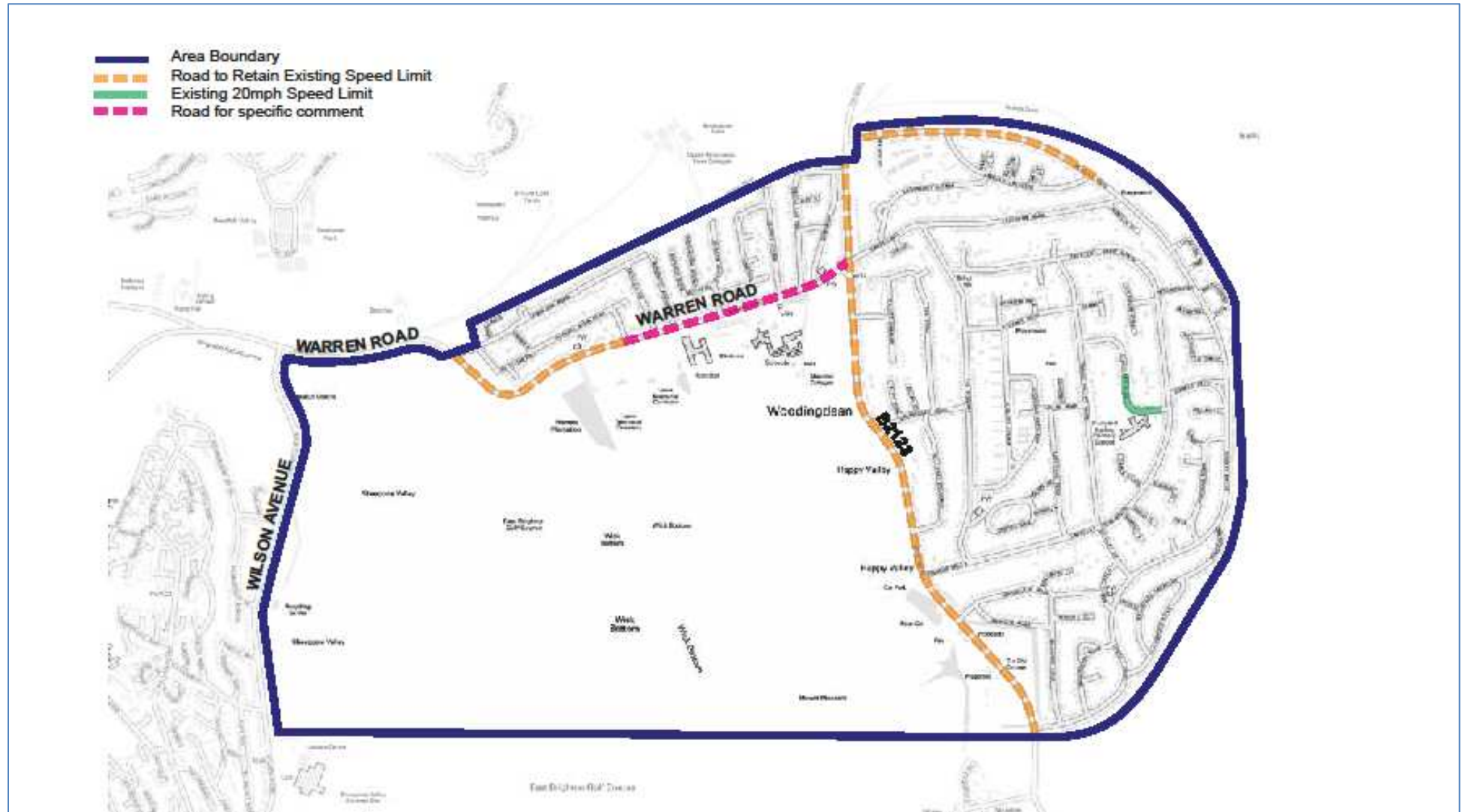
| Are you a carer?<br>1198 people answered this question | All Responses |            |
|--|---------------|------------|
|  | Number        | %          |
| Yes  | 146           | 12.2       |
| No   | 1052          | 87.8       |
| <b>Total</b>   | <b>1198</b>   | <b>100</b> |

| If yes do you care for?  | All Responses |                 |
|--------------------------|---------------|-----------------|
|                          | Number        | % <sup>48</sup> |
| Parent                   | 44            | 30              |
| Child with special needs | 25            | 17              |
| Other family member      | 20            | 13.7            |
| Partner/ spouse          | 41            | 28              |
| Friend                   | 4             | 2.7             |
| Other (please state)     | 5             | 3.4             |
| <b>Total responses</b>   | <b>139</b>    | <b>-</b>        |

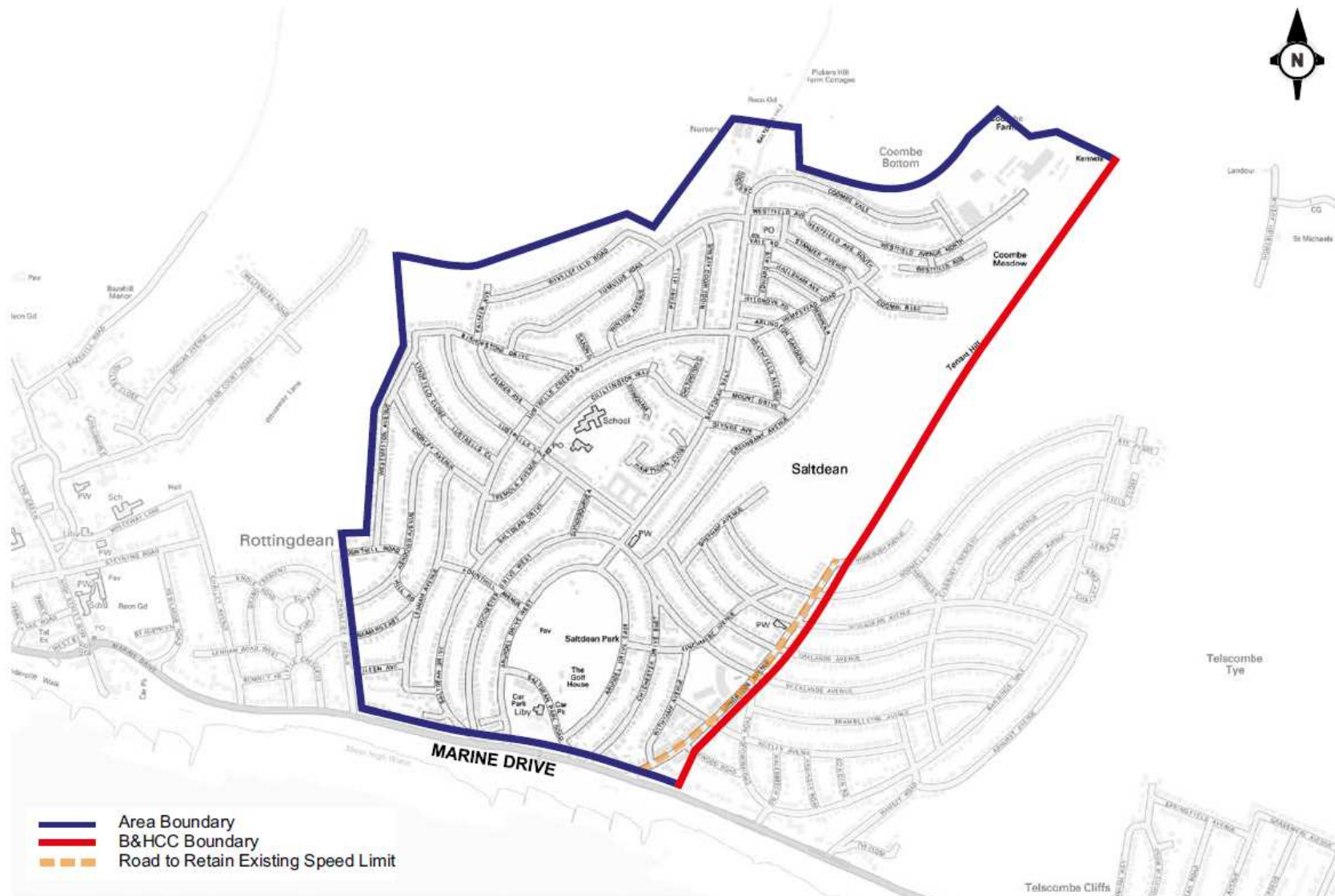
<sup>47</sup> Of those respondents who answered Yes to disability. Respondents could tick more than one option, therefore percentages won't add up to 100.

<sup>48</sup> Of those respondents who answered yes to carer. Respondents could tick more than one option therefore percentages won't add to 100%.

Map of Woodingdean Consultation Area

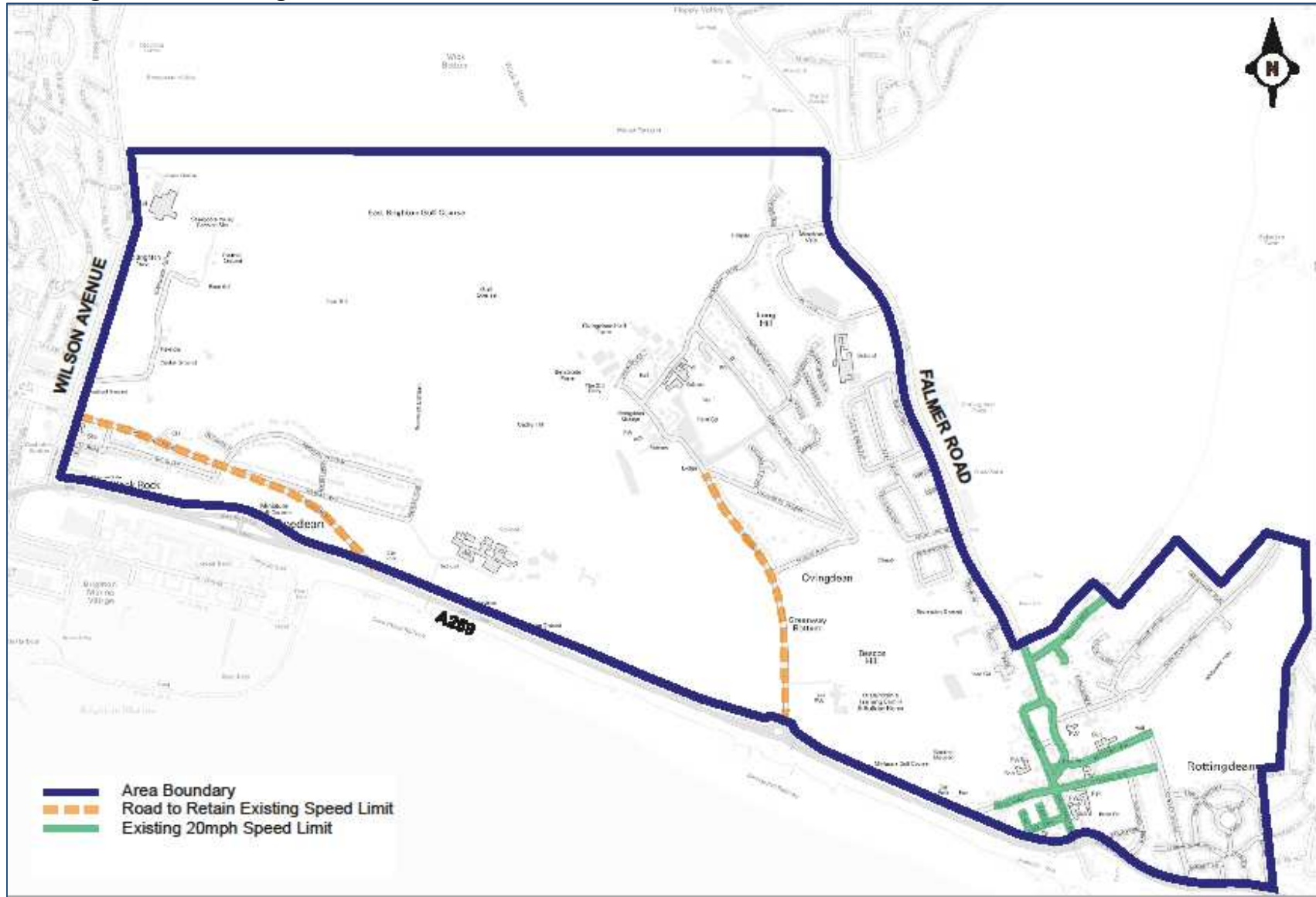


Map of Saltdean Consultation Area

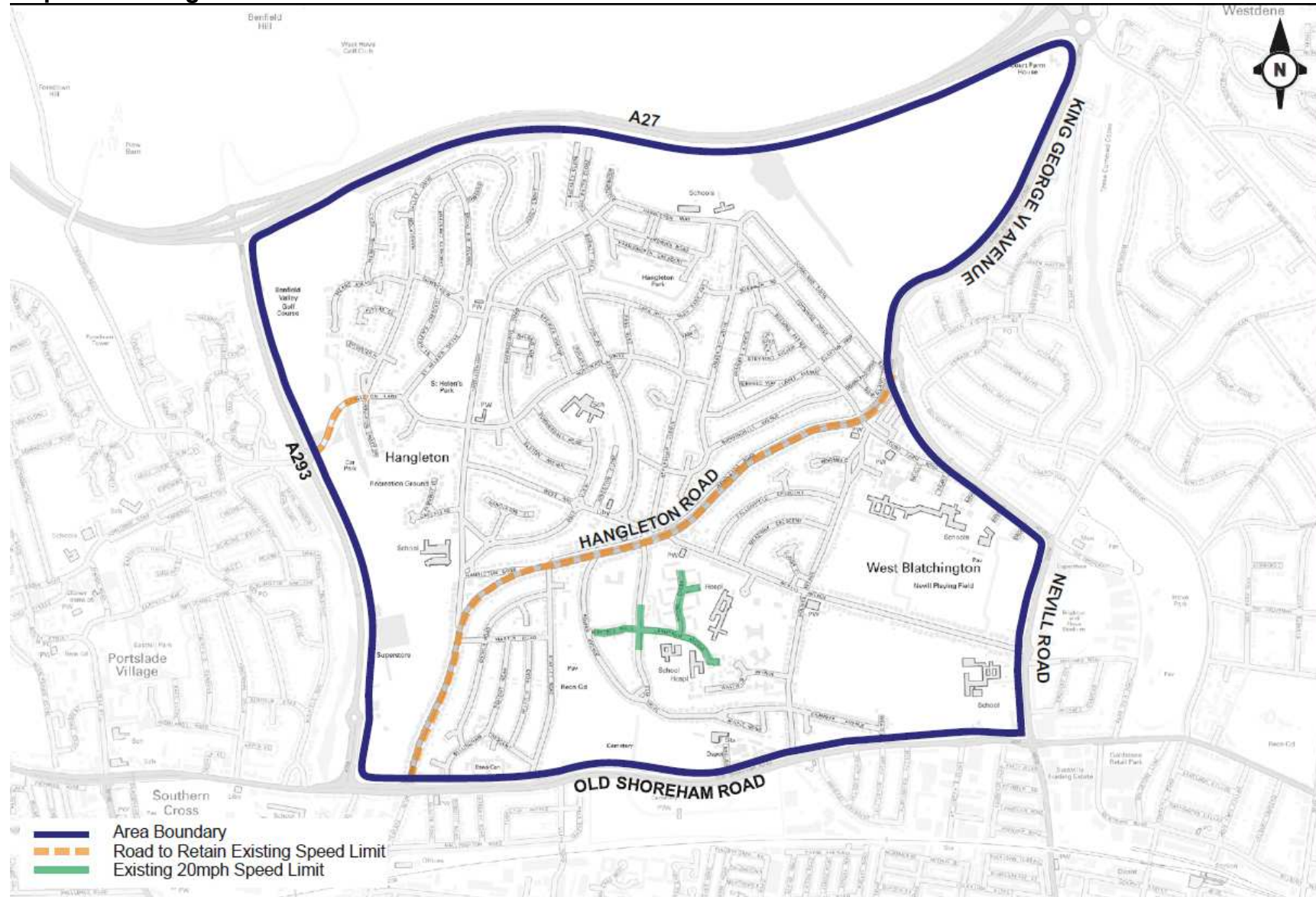


143

Map of Rottingdean and Ovingdean Area

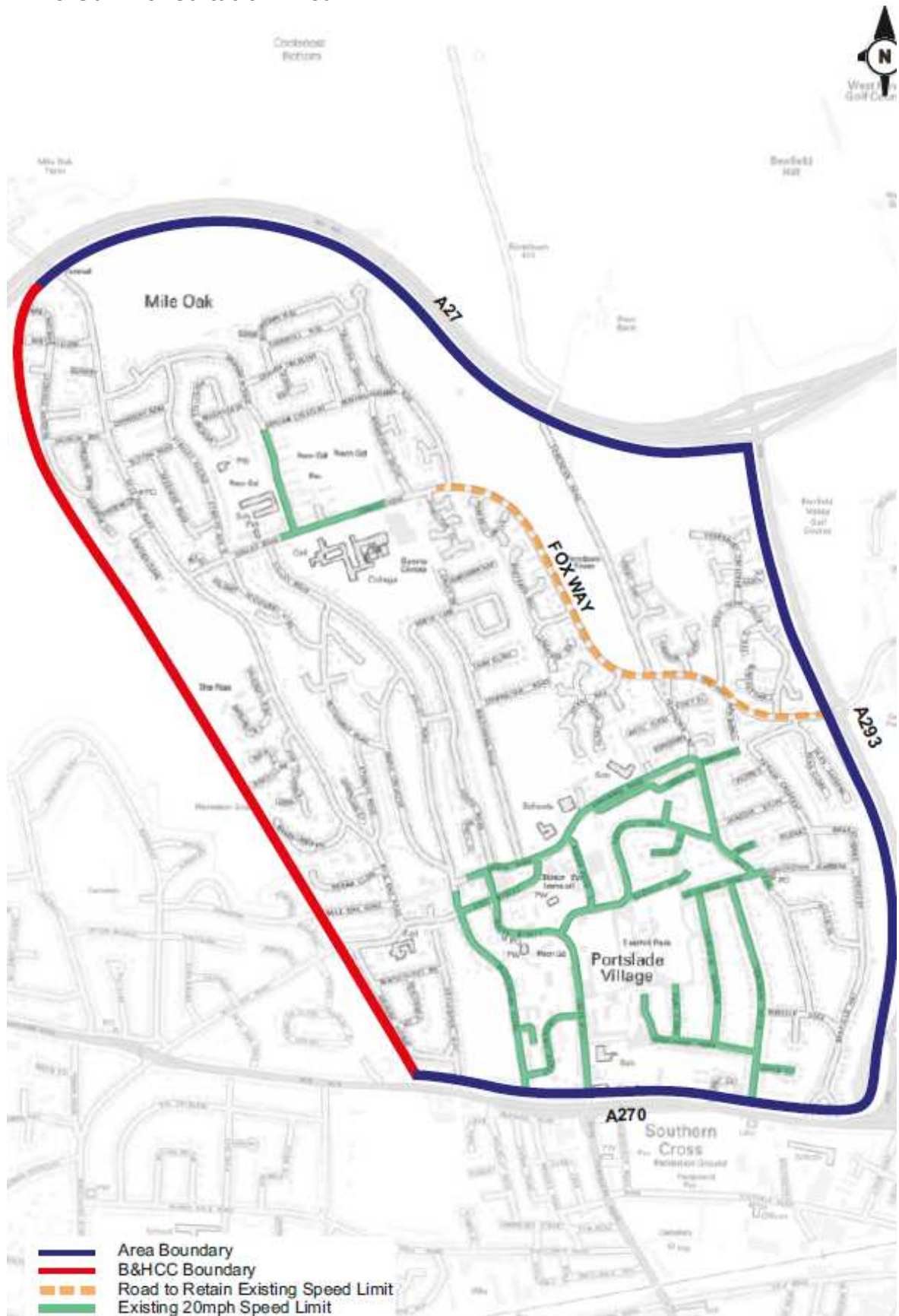


### Map of the Hangleton Area



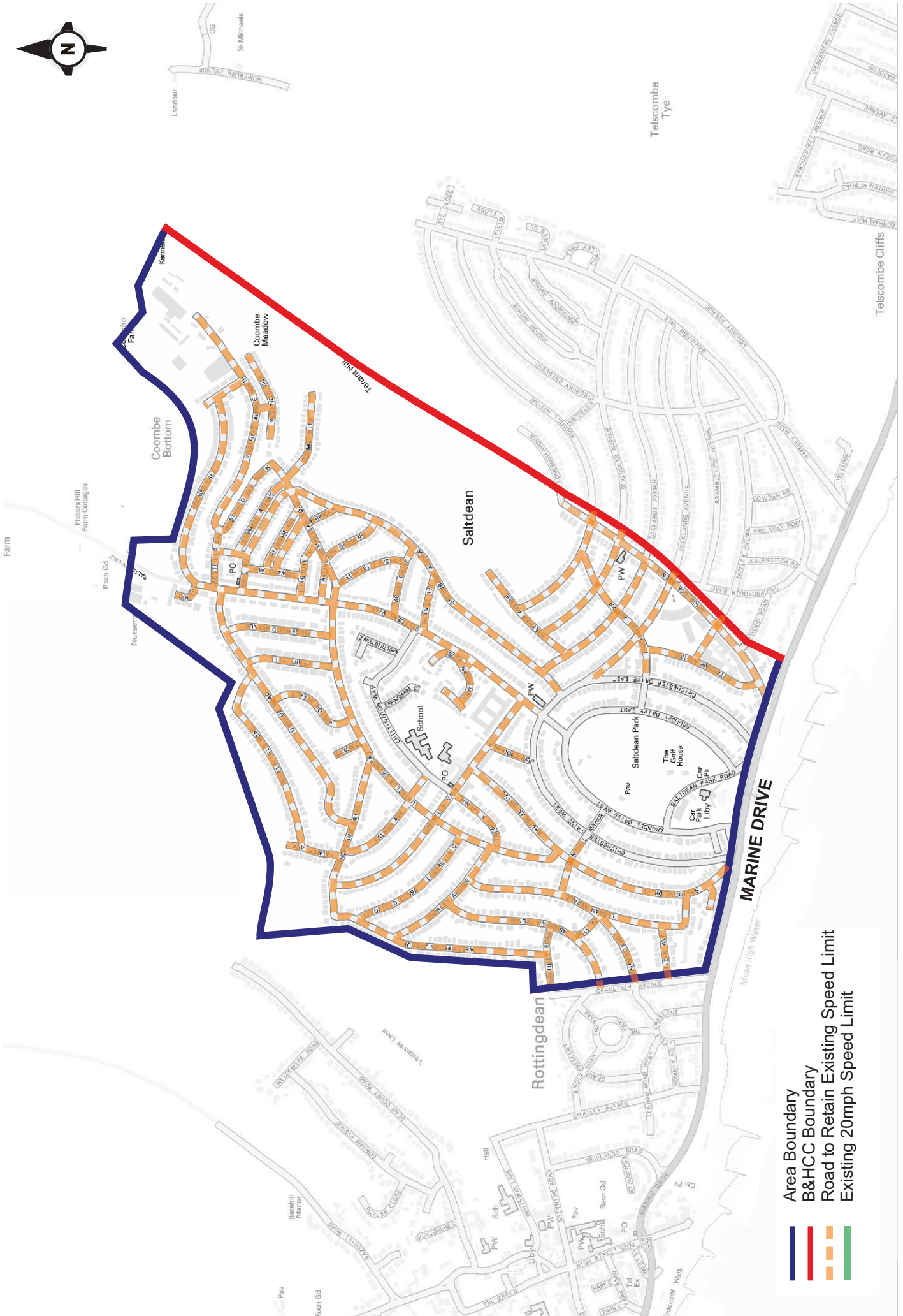
145

Map of Mile Oak Consultation Area



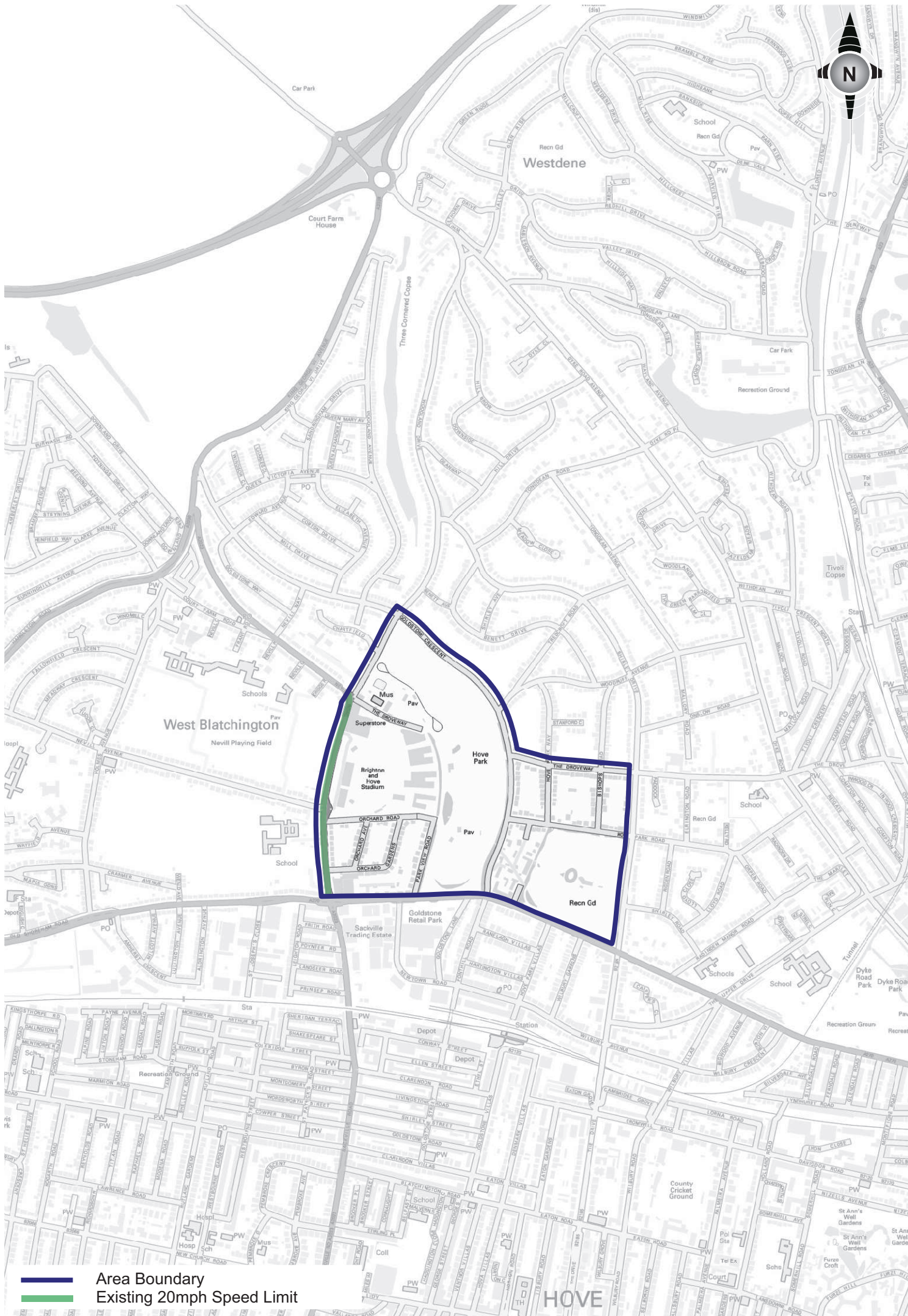






- █ Area Boundary
- █ B&HCC Boundary
- █ Road to Retain Existing Speed Limit
- █ Existing 20mph Speed Limit





- Area Boundary
- Existing 20mph Speed Limit



|                          |   |   |                    |
|--------------------------|---|---|--------------------|
| <b>Subject:</b>          | <b>Church Road, South Portslade – Pedestrian Crossing</b>       |   |                    |
| <b>Date of Meeting:</b>  | <b>25<sup>th</sup> November 2014</b>                            |   |                    |
| <b>Report of:</b>        | <b>Executive Director Environment Development &amp; Housing</b> |   |                    |
| <b>Contact Officer:</b>  | <b>Name:</b>  | <b>Martin Heath</b>                           | <b>Tel: 293704</b> |
|                          | <b>Email:</b>   | <b>martin.heath@brighton-hove.gcsx.gov.uk</b> |                    |
| <b>Ward(s) affected:</b> | <b>South Portslade</b>  |   |                    |

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

- 1.1 Following the meeting on 7<sup>th</sup> October 2014, Committee requested a further report that specifically sets out the physical, legal and financial implications of introducing a formal pedestrian crossing facility in Church Road, south Portslade just north of the junction with North Street.
- 1.2 Parents and local residents in the South Portslade area have previously submitted a Deputation (October 2013) and a formal petition (December 2013) to this Committee seeking action on the provision of measures to overcome traffic and road safety concerns and specifically requesting the implementation of a formal pedestrian crossing facility in Church Road.
- 1.3 This report summarises the results of the additional surveys, analysis and public consultation carried out by officers and seeks the Committee's decision on the action to be taken in order to overcome the concerns of parents and residents using Church Road, South Portslade.

**2. RECOMMENDATIONS:**

- 2.1 That the Environment, Transport & Sustainability Committee considers the physical, legal and financial implications of introducing a formal pedestrian crossing facility in the location identified and that the Committee decides:

**EITHER**

- (i) to proceed with a consultation and design process as set out at paragraph 3.18 and 3.19 of the report to explore options which would enable inclusion of a formal pedestrian crossing facility in the location identified near to North Street **OR**
- (ii) to give approval to the inclusion of a formal pedestrian crossing in the section of Church Road, south of St Michael's Road in the Council's

Priority listing for 2014/15 where the City Council's adopted assessment criteria indicates that a crossing is justified as set out at paragraph 4.11 of the report.

- 2.2 That the Environment, Transport & Sustainability Committee approves the interim provision of a School Crossing Patrol in the section of Church Road between St Michael's Road and St Peter's Road, subject to appropriate Health & Safety at Work requirements being met.
- 2.3 That the Environment, Transport & Sustainability Committee approves the implementation of associated traffic signs, road markings and road surface materials necessary to support the interim School Crossing Patrol facility.

### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Engineering measures to improve the quality and safety of walking routes to St Peter's Community Primary School in South Portslade were introduced in 2011/12, as part of the Council's Safe Routes to Schools Programme.
- 3.2 Those measures were identified following the evaluation of road casualty data for the South Portslade area and resulted in the creation of a series of central pedestrian refuges in Church Road, road marking improvements and dropped kerbs at several junctions on surrounding residential streets, to make it easier for pedestrians to walk to the primary school from the surrounding community.
- 3.3 An assessment of the location identified was undertaken using the Council's approved pedestrian crossing methodology, which determined that there was insufficient pedestrian crossing activity to support the request for a formal crossing facility, near the junction with North Street.
- 3.4 In addition, in 2011, a trial 20mph speed limit was introduced in Church Road, South Portslade and this remains in place throughout the section of Church Road being assessed. Speed surveys undertaken in May 2014 indicate average traffic speeds of 26mph northbound and 24mph southbound. Further enforcement of the 20mph speed limit and improvements to road markings and traffic signs were undertaken.
- 3.5 In June 2013, a further pedestrian crossing survey was undertaken in the section of Church Road north of its junction with North Street and the Council's approved assessment process was used to evaluate the demand for a crossing and to determine the justification for its consideration within the list of priority crossings. The results of that assessment showed that a formal crossing facility could not be supported at that time.
- 3.6 In July 2013, a further survey of school-time only pedestrian crossing activity was carried out in the same section of Church Road, north of its junction with North Street, to determine whether a School Crossing Patrol site could be established for operation during school assembly and dispersal times. The results of that survey indicated that there was insufficient pedestrian crossing activity to support a School Crossing Patrol facility at that location at that time.

- 3.7 In October 2013, a Deputation from parents and residents was accepted at the Environment, Sustainability & Transport (ETS) Committee and a response from Chair was reported. In December 2013, a Petition from parents and residents containing over 800 signatures was accepted by the Chair of ETS Committee and a response from the Chair was reported.
- 3.8 Between January and April 2014 a series of meetings were held between officers and local residents and parents, some of which were attended by the Chair of the ETS Committee and some by local elected Members, during which further views and concerns of parents and residents about the safety of crossing Church Road, South Portslade were noted by officers.

### **Further Crossing Surveys and Site Assessments**

- 3.9 In May 2014, a further pedestrian crossing survey and crossing assessment was undertaken covering the entire section of Church Road between St Andrews Road and North Street. This survey indicated that the number of pedestrians crossing in the 100m section of road between an existing pedestrian refuge sited immediately north of St Andrew's Road and the junction with St Michael's Road was high enough to justify further assessment and consideration of a formal crossing facility.
- 3.10 An outline design for a formal crossing facility was prepared to determine whether a location could be found that met the minimum technical criteria for a Zebra Crossing facility. One site, located between St Nicolas Road and Church Street, was found that could potentially accommodate a crossing. This would have an impact on the vehicle access and loading requirements for the ATS Tyre Centre, located on the west side of Church Road and formal consultation would therefore be required with the operator of the tyre centre.
- 3.11 Whilst this location was welcomed by some parents and residents, not all were in favour of a formal crossing in this location when it was discussed at two public meetings held during the summer 2014. Concern was raised by some parents in reference to the limited width of footways leading to the potential crossing point on the eastern side of Church Road and about pedestrian safety conditions further south and closer to the junction with North Street, where some parents and children would prefer to cross.
- 3.12 Officers therefore undertook further detailed analysis of the survey data to determine whether a crossing could be justified further south. An outline design for a formal crossing facility was also carried out to determine whether technical criteria for a Zebra Crossing facility could be met and this was confirmed for a position outside no.37 Church Road.
- 3.13 However, within the 100m section of Church Road south of Church Street, the number of pedestrians crossing the road reduces significantly and an assessment of this section using the Council's approved assessment methodology showed that a formal crossing could not be justified. Similar issues of limited footway width also exist for pedestrians on both sides of Church Road at this location.

- 3.14 Again, not all parents and residents who attended the public meetings were supportive of a formal crossing in this location, due to the site constraints described above and continued concerns about pedestrian safety closer to the junction with North Street where some parents and children prefer to cross
- 3.15 In the 100m section immediately north of North Street, pedestrian crossing volumes recorded in May 2014 are at roughly the same levels indicated by surveys undertaken in June 2013 and insufficient to support a formal crossing facility under the current adopted assessment criteria.
- 3.16 However, some parents and residents have maintained their preference for a formal crossing facility to be located between North Street and St Peter's Road, despite similar issues with the limited width of footways at this location, especially on the eastern side of Church Road, north of North Street.
- 3.17 It would not be possible to locate a formal Zebra crossing facility between North Street and St Peter's Road that meets the stated preference of parents/residents and the minimum technical criteria set out in current design standards (see references) without restricting the vehicular access or egress from North Street in order to create sufficient kerbside space for a formal crossing and prevent turning movements across the facility.
- 3.18 Officers have identified two options for achieving these objectives including;
- Prevention of entry into North Street from Church Road by partial closure of North Street and the restriction of exit movements to permit left turn out only. Entry into North Street for southbound vehicles in Church Road would be achieved via the A259 Wellington Road and Middle Street;
  - Prevention of exit movements from North Street by partial closure and restriction of entry to permit right turn entry only from Church Road. Vehicles from North Street wishing to travel north in Church Road would access Church Road via Middle Street and A259 Wellington Road.
- 3.19 At this stage, neither of these options has been developed in detail or formally consulted upon, since the assessment criteria for a formal crossing in this location is not currently met.

### **The Pedestrian Crossing Assessment Process**

- 3.20 The Council has a Statutory Duty to study and prevent road casualties under Section 39 of the Road Traffic Act and uses this knowledge to determine the best manner in which to proceed with the assessment and design of measures to assist different road user groups. Responsibility for decisions about the provision of pedestrian facilities rests with the relevant highway/roads authority.
- 3.21 The recommended method for use by highway authorities and their agents, for assessing the need for a crossing, is set out in Local Transport Note 1/95 and this guidance has been applied to the locations assessed in Church Road, South Portslade.

- 3.22 Where sufficient crossing opportunities are present in the vehicle flow most people are able to cross roads without the provision of a formal crossing facility. At sites with higher vehicular flows, some pedestrians (such as child/elderly pedestrians) may require a crossing facility before they feel secure enough to cross.
- 3.23 The Department for Transport states 'There is little difference in the average rate of personal injury accidents at Zebra and traffic signal-controlled types of crossing'. However, the Department for Transport advises that "at individual sites the type of crossing selected and its location may have a considerable effect on the future accident record and for this reason, highway authorities are advised to ensure that the type chosen should be appropriate to the circumstances of the site and the level of demand present".
- 3.24 In Brighton & Hove, the average injury collision rate for zebra-controlled crossings across the City is approximately 2 injury collisions, over a 3-year period (0.67 collisions/ year). Where a pedestrian crossing is proposed at a location with no previous collision history, this factor should be taken into consideration.
- 3.25 Of key importance is the assessment of the existing level of difficulty and risk experienced by pedestrians trying to cross the road and this is expressed as a 'level of conflict' that exists between pedestrian and vehicle flows. The level of conflict is measured by surveys taken over a 12-hour period and the calculation of a value using the formula  $PV^2$  (where P is the number of pedestrians and V is the number of vehicles).
- 3.26 The number of vehicles counted in a one-hour period is squared and then multiplied by the number of pedestrians crossing in that same period. An average of the four highest values of  $PV^2$  measured over a 12-hour day (07.00-19.00) is used to indicate the level of conflict and where this value exceeds 100,000,000 ( $1 \times 10^8$ ) there is deemed to be such potential conflict and difficulty in crossing, that the provision of a formal facility would be expected to reduce both factors.
- 3.27 To support this assessment and assist authorities in making decisions about the priority to place on formal crossing provision, guidance in LTN 1/95 recommends consideration of additional factors and these are contained in the methodology approved by the Cabinet Member Meeting dated 26<sup>th</sup> May 2011 which is now applied to all new crossing assessment requests received by the Council. Inclusion of a site within the programme and funding decisions are based upon this methodology.
- 3.28 At crossing points where action is approved, this is subject to further design work, assessment of the need for associated Traffic Regulation Orders, consultation and formal road safety audits. The type of crossing facility that may be proposed is considered on a case-by-case basis in accordance with Department for Transport design guidance contained in Local Transport Note 2/95 and determined by the existing road environment, pedestrian and vehicle volumes relevant social factors and the availability of funding.
- 3.29 The assessment of new requests is usually carried out once annually and a new priority list established accordingly. In this instance case, crossing assessment

for parents and children attending St Peter's Community Primary School and crossing in the vicinity of North Street has been undertaken four times within the past 14 month period.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Surveys of pedestrian crossing movements undertaken in the vicinity of North Street confirm that typically, between 35 and 40 pedestrians cross in the morning peak period (08.00-09.00) and between 55 and 60 crossing in the afternoon school dispersal period (14.30-15.30). During the remainder of the day, pedestrian crossing flows are negligible and do not exceed 8 in any hour.
- 4.2 **PV<sup>2</sup> Calculation:** Based on the most recent survey, the maximum value of the PV<sup>2</sup> calculation achieved for the North Street crossing location preferred by parents and residents is  $0.33 \times 10^8$  which falls substantially short of the conflict levels usually required to exist and which are met at other locations in the City. Despite factoring the pedestrian flows to represent the higher crossing movements anticipated to result from the continued growth of the St Peter's Community Primary School roll, the PV<sup>2</sup> value lies below 50% of that normally required.
- 4.3 Local Transport Notes LTN 1/95 advises "Caution should be exercised that in improving access for pedestrians the accident potential is not made worse by installing a crossing". Further caution is advised "where pedestrian flows are generally light or light for long periods of the day. Drivers who become accustomed to not being stopped at the crossing may begin to ignore its existence, with dangerous consequences".
- 4.4 **Crossing Siting & Design:** LTN 2/95 advises that pedestrian crossings should be located away from conflict points at uncontrolled junctions. This gives drivers an adequate opportunity to appreciate the existence of a crossing and to brake safely. The 'safe' distance will depend on the geometry of the junction and type of side road, however, an absolute minimum of 5 metres is recommended for a Zebra crossing.
- 4.5 This distance is measured from the position of a driver waiting at the give-way line of the side road. Where it is impossible to obtain a 'safe' distance, consideration should be given to the banning of turning movements towards the crossing or to making the side road 'one-way' away from the junction.
- 4.6 To achieve these recommendations, a build out would be required in the North Street junction to provide a safe standing area for pedestrians on the east side of Church Road and enable the minimum 5m 'safe' distance to be achieved. This would restrict vehicle access to the North Street Industrial Area and a public consultation exercise would be required before these measures could be introduced. The estimated cost of providing these measures and a formal Zebra Crossing is £68,000.
- 4.7 **Alternative Measures:** Consideration has been given to other road safety measures that could be brought forward to improve the pedestrian environment and crossing opportunity for pedestrians in Church Road, especially on route to

St Peter's Community Primary School. These measures would aim to improve pedestrian safety and convenience whilst crossing at any point along Church Road and would seek to reduce excessive traffic speeds, increase driver awareness of the presence of the school at assembly dispersal times and increase the conspicuity of existing pedestrian refuges in Church Road.

- 4.8 The measures would also be expected to increase drivers' awareness of the presence of pedestrian crossing activity, but would be unlikely to affect the volumes of HGV traffic which causes much public concern. An outline set of proposals including central hatched road markings, coloured road surfacing and traffic signs has been prepared and would cost approximately £28,000.
- 4.9 Since the request by parents and residents, for improvements to the traffic and road safety conditions present in Church Road, South Portslade has centred on their request for a formal crossing facility, officers have focused attention on the analysis of viable solutions to achieve that requirement.
- 4.10 In order to overcome the concerns of an increased number of parents with children attending St Peter's Community Primary School for the first time, as a result of the expansion of the school, officers have also given consideration to the provision of an interim School Crossing Patrol facility, in a location approximately 50m north of St Peter's Road, subject to availability of staff to fill the position. This was advertised in August 2014 in line with normal Council employment procedures, to date whilst some interest has been shown no applications have been received.
- 4.11 **Recommended Option:** The City Council's adopted assessment criteria indicates that a formal pedestrian crossing would be justified in the section of Church Road, south of St Michael's Road. It is recommended that this crossing is incorporated into the Council's Priority listing for 2014/15.

## 5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 A number of meetings with the Head Teacher, local elected Members and individual parents were held during May 2013 and the early part of 2014 and attended by the Council's School Travel Advisors, Engineers and the Road Safety Manager.
- 5.2 The Chair of the Environment, Sustainability & Transport (ETS) Committee and the Road Safety Manager have also accompanied parents on walking routes to schools. At two formal public meetings organised locally by parents on 24th June and 25th July 2014, the results of surveys, site and operational constraints were presented to parents and residents by the Road Safety Manager and their observations and concerns recorded.
- 5.3 It is not considered prudent to undertake formal internal and external engagement and community consultation in relation to specific proposals for a formal crossing facility at any location in Church Road, until such a location has been formally agreed. At that stage, the Council's [Community Engagement Framework and Standards](#) will be used and feedback and results will be incorporated into any proposals.

## 6. CONCLUSION

- 6.1 The increased expansion of the school roll at St Peter's Community Primary School is expected to attract higher numbers of parents and pupils who are resident in the area on the east side of Church Road. The short home-to-school distances involved also increases the likelihood of higher volumes of walking trips, which the Council is actively encouraging through its sustainable transport policy and in which the school and parents are actively engaging through the school travel planning process.
- 6.2 Residential development in the South Portslade area has also increased in 2014 and may increase the numbers of pedestrians crossing Church Road to attend St Peter's Community Primary School. However, the Council's Road Safety Manager does not consider it likely that the numbers of pedestrians crossing at the North Street junction will result in the level of conflict exceeding more than 50% of recommended  $1 \times 10^8$ .
- 6.3 The recommendations of this report aim to overcome existing public concern and reduce the potential for road safety issues to arise as the school continues to grow.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 **Do Nothing** : There are no financial implications.
- 7.2 The costs associated with the option of creating a formal pedestrian crossing at the location near North Street is estimated to be £68,000, excluding the cost for consultation which would be expected to be higher than the recommended option due to the wider community affected.
- 7.3 The costs associated with the recommended option of creating a formal crossing in the section of Church Road south of St Michael's Road are estimated to be £40,000 including civil engineering works to accommodate access and loading requirements for the tyre centre.
- 7.4 If approved, the formal pedestrian crossing site will be included in the Pedestrian Crossing Assessment & Priority Listing funded from the Local Transport Plan (LTP) capital programme. The total 2014/15 LTP budget allocation to fund the Pedestrian Crossing Assessment & Priority Listing is £0.143m as approved at Policy and Resources Committee; which includes £0.080m of 2014-15 LTP allocation and a £0.063m reprofile from previous financial years.
- 7.5 The costs associated to the interim provision of a School Crossing Patrol is will be funded from existing revenue budget within the Transport service. The cost associated to the implementation of traffic signs, road marking and road surface to support the interim School Crossing Patrol facility is expected to cost

approximately £28,000 which would be funded from the Local Transport Plan (LTP) capital programme.

*Finance Officer Consulted: Steve Bedford*

*Date: 14/11/14*

Legal Implications:

- 7.6 Before establishing, altering or removing a pedestrian crossing the Council must also comply with the requirements of Section 23 of the Road Traffic Regulation Act 1984 and;
- A Consult the chief officer of police about the proposal
  - B Give public notice of the proposal; and
  - C Inform the Secretary of State in writing.
- 7.7 Adequate time must be given for responses to be made to the public notice and any responses must be taken into account in finalising proposals.
- 7.8 The design and layout of pedestrian crossings must meet the statutory requirements defined by the Road Traffic Regulation Act 1984, The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997; and The Traffic Signs Regulations and General Directions 2002.

*Lawyer Consulted: Elizabeth Culbert*

*Date: 17/11/14*

Equalities Implications:

- 7.9 There are no direct equality issues associated with the delivery of capital measures recommended in this report. The Council's Equality Policy would apply to the recruitment and employment processes associated with the provision of an interim School Crossing Patrol

Sustainability Implications:

- 7.10 The improvement of traffic and road safety conditions in Church Road supports the Council's objectives for delivering sustainable transport and conforming with its statutory duty to promote sustainable travel to school as embodied in the Education Act 1996.
- 7.11 The encouragement and support of walking, scooting and cycling to school reduces reliance upon high carbon modes of transport and reduces emissions.

Any Other Significant Implications:

- 7.12 None of relevance to this report.

**SUPPORTING DOCUMENTATION**

## **Appendices**

- Crossing Assessment Summary – North Street Junction Site
- Site Photographs

## **Documents in Members Room**

Survey Plan – summary of PV2 survey analysis

## **Background Documents**

1. ETS Deputation – October 2013
2. ETS Petition – December 2013

## Appendices

### PV<sup>2</sup> and Crossing Assessment Summary

| Factor | Options   | Score                  |
|--------|---|------------------------|
| 1      | <b>Improvements for Mobility Impaired</b><br>Score 2 for crossings specifically requested to improve conditions for mobility impaired   | <b>0</b>               |
| 2      | <b>Safer Routes to School</b><br>Score 3 for sites specifically identified in a School Travel Plan  | <b>3</b>               |
| 3      | <b>Access to Public Transport</b><br>Score 2 for sites which will improve access to public transport  | <b>2</b>               |
| 4      | <b>Reduction of Severance</b><br>Score 2 for sites which reduce severance (e.g. to serve sole local store / shopping area or where a residential area is severed by a heavily trafficked A or B class road)                         | <b>2</b>               |
| 5      | <b>Pedestrian Casualties</b><br>Score 3 for each pedestrian fatality<br>Score 2 for each serious pedestrian casualty<br>Score 1 for each slight pedestrian casualty   | <b>0</b>               |
| 6      | <b>Child Pedestrian Casualties</b><br>Score 3 for each child pedestrian fatality<br>Score 2 for each child serious pedestrian casualty<br>Score 1 for each child slight pedestrian casualty   | <b>0</b>               |
| 7      | <b>Road Width</b><br>Score 2 for roads over 9m<br>Score 1 for roads between 7 and 9m  | <b>1</b>               |
| 8      | <b>Speed Limit</b><br>Score 3 for roads subject to National Speed Limit<br>Score 2 for roads subject to 50mph limit<br>Score 1 for roads subject to 40mph limit   | <b>0</b>               |
| 9      | <b>Existing Pedestrian Facilities</b><br>Score -3 for sites with an existing bridge or subway<br>Score -2 for sites with existing traffic signals with no pedestrian facility<br>Score -1 for sites with an existing traffic island | <b>-1<br/>(0)</b>      |
| 10     | <b>Footpaths and Cycle Routes</b><br>Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.   | <b>0</b>               |
| 11     | <b>Street Lighting</b><br>Score 1 for sites with no street lighting<br>Score 0.5 for sites with existing but sub-standard street lighting   | <b>0</b>               |
| 12     | <b>Walkability</b><br>Score 1 for sites that will clearly improve the 'walkability' of an area, thereby resulting in additional pedestrian movements  | <b>1</b>               |
| 13     | <b>Links to South Downs</b><br>Score 1 for sites that create a new link to the South Downs National Park  | <b>0</b>               |
| 14     | <b>Average PV squared value (busiest four hours)</b><br>Score equals average PV squared x 10 (e.g. PV <sup>2</sup> of 0.25 becomes score of 2.5)  | <b>3.3</b>             |
|        | <b>Overall Score<br/>(without deducting for existing pedestrian refuge)</b>   | <b>11.3<br/>(12.3)</b> |

Site Photographs – North Street Junction



Site Photographs – School Crossing Patrol Site



Site Photographs – St Andrew’s Road Crossing Site (facing south)



|                          |  |  |                     |
|--------------------------|--|--|---------------------|
| <b>Subject:</b>          | <b>Old Town Transport Plan (East Street)</b>                     |  |                     |
| <b>Date of Meeting:</b>  | <b>25 November 2014</b>  |  |                     |
| <b>Report of:</b>        | <b>Executive Director, Environment Development &amp; Housing</b> |  |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>   | <b>Tom Campbell</b>                      | <b>Tel: 29-3328</b> |
|                          | <b>Email:</b>  | <b>Tom.Campbell@brighton-hove.gov.uk</b> |                     |
| <b>Ward(s) affected:</b> | <b>Regency</b>   |  |                     |

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

- 1.1 On 7 October 2014 the Environment, Transport & Sustainability Committee requested Officers investigate the feasibility of closing East Street between 11am and 7pm on weekends only (Appendix A). This report is a response to that request.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee authorises Officers to advertise an Experimental Traffic Order allowing East Street to be closed to traffic between 11am and 7pm on Saturdays and Sundays.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The Old Town Transport Plan is a continuation of the Council's Walking Network programme. The project has been through extensive consultation and scrutiny over the previous 2 years. A full description of the project's progress was included in the report considered by the Environment, Transport & sustainability Committee on 7 October 2014.
- 3.2 An Experimental, rather than a permanent Order is recommended in order to allow the effects of the closure to be fully assessed. Following the trial period, of no more than 18 months, the findings will be presented to a further Environment, Transport & Sustainability Committee for a decision on whether to proceed with permanent measures.
- 3.3 A detailed description of the scheme was included in the previous report to the Environment, Transport & Sustainability Committee. No changes from the proposals outlined in that report, other than enforcing the closure for weekends only rather than 7 days a week, are proposed.

- 3.4 The previous report to the Environment, Transport & Sustainability Committee detailed the findings of an independent safety auditor that the scheme was low risk. There are no further road safety concerns relating to a weekend only closure.
- 3.5 The Public Space Public Life Study was adopted as council policy in 2007 and is a long term Public Realm vision for the city. It says *“East Street is an example of a heavily used street [by pedestrians], whose quality and character drastically deteriorate when moving south, resulting in a poor connection between lively areas in The Lanes and the Seafront.”*
- 3.6 East Street is used by over 20,000 people a day at peak times and acts as a showcase for the city but, although it is the major pedestrian road in the Old Town, it is currently dominated by vehicles with poor facilities for pedestrians. This Order will create a pedestrianised route for 8 hours a day along one of the city’s key walking network links, connecting the seafront, the Lanes and the Pavilion.
- 3.7 Studies of similar schemes elsewhere show that pedestrianisation schemes generally have a positive effect on local businesses. A 2001 study summarised existing evidence about the effect of vehicle restricted areas on retail sales and local economic activity and concluded:
- i) Pedestrian flows increase significantly over and above other comparable vehicular streets.
  - ii) Turnover for retailers and restaurateurs increases significantly over and above that in other comparable vehicular streets, though there is no significant change for hoteliers.
  - iii) A larger proportion of businesses report an increase in profits for those located within pedestrianised areas compared to those outside those zones. The differential in turnover for retailers and restaurants was 40-60% and the differential in profits was 10-15%.
  - iv) Generally, traders and trading organisations are often highly sceptical and anxious about measures that restrict traffic movements, believing (rightly or wrongly) that their trade is dependent on vehicle access, while shoppers are more enthusiastic about pedestrianisation schemes. For example, of twenty schemes surveyed in Scotland pre-implementation, only five were viewed positively by local traders whereas shoppers were positive in fourteen of the towns. This illustrates a widely reported trend.
  - v) Post-implementation, traders are more likely to support a pedestrianisation scheme once the effects of a scheme are clear.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 A permanent Traffic Order is the primary alternative. An experimental order has been recommended to reflect the divergence of views on the scheme and how it

will operate in practice. An experimental order will allow the effects to be observed and a permanent decision be made based on operational evidence.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The Old Town project has been through extensive public consultation over the last 2 years. A full description of the project's consultation history was included in the report considered by Committee on 7 October 2014.
- 5.2 Before the Council makes an experimental traffic order it is obliged to consult the Police, Fire and Ambulance services and organisations representing road users.
- 5.3 No provision of an experimental order shall come into force before the expiration of the period of seven days beginning with the day on which a notice of making the order in relation to the order is published in a local newspaper.
- 5.4 The Council is also obliged to make a copy of the order and relevant documents available for public inspection, at the times and at the places specified in the notice of making in relation to the experimental order, for a period beginning with the date on which that advertisement is first published and ending when the order ceases to have effect.

## **6. CONCLUSION**

- 6.1 This report details the feasibility of closing East Street to traffic between 11am and 7pm at weekends only. An experimental closure is recommended in order to allow the impacts of the measure to be assessed before a permanent decision is taken.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The total budget allocation for the Old Town Transport Plan project in the 2014-15 financial year is £33,000.

Any potential loss of parking income associated to recommended traffic order will impact on the existing Parking revenue budget within the Transport service. It is difficult to estimate the potential loss of parking income as it is not possible to predict whether vehicles will be displaced elsewhere, migrate to off-street parking or be discouraged from parking.

*Finance Officer Consulted: Steven Bedford*

*Date: 04/11/14*

### Legal Implications:

- 7.2 An Experimental Traffic Regulation Order will be required to introduce these changes and will need to be advertised in accordance with the relevant legislation set out in Section 9 of the Road Traffic Regulation Act 1984.
- 7.3 Experimental orders can continue in force for up to 18 months only. Objections can be made to an experimental order for six months from the date that it is made.
- 7.4 It is not possible to lodge a formal objection to an experimental traffic regulation order until it is in force. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force.
- 7.5 If the experimental order is changed, then objections may be made within six months of the day that the experimental order is changed.
- 7.6 There are no adverse human rights implications arising from this report

*Lawyer Consulted: Katie Matthews*

*Date: 31/10/2014*

### **SUPPORTING DOCUMENTATION**

Appendices:

1. Environment Transport & Sustainability Committee minutes, 7 October 2014

## APPENDIX A

|                          |  |  |                     |
|--------------------------|--|--|---------------------|
| <b>Subject:</b>          | <b>Old Town Transport Plan (East Street) TRO</b>                 |  |                     |
| <b>Date of Meeting:</b>  | <b>7 October 2014</b>  |  |                     |
| <b>Report of:</b>        | <b>Executive Director, Environment Development &amp; Housing</b> |  |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>   | <b>Tom Campbell</b>                      | <b>Tel: 29-3328</b> |
|                          | <b>Email:</b>  | <b>Tom.Campbell@brighton-hove.gov.uk</b> |                     |
| <b>Ward(s) affected:</b> | <b>Regency</b>   |  |                     |

### FOR GENERAL RELEASE

#### 1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 To consider objections received to the advertising of Traffic Regulation Orders (see Appendix 1) in relation to closing a portion of East Street to traffic between 11am and 7pm each day.
- 1.2 The Public Space Public Life Study was adopted as council policy in 2007 and is a long term Public Realm vision for the city. It says “East Street is an example of a *heavily used street* [by pedestrians], *whose quality and character drastically deteriorate when moving south, resulting in a poor connection between lively areas in The Lanes and the Seafront.*”
- 1.3 East Street is used by over 20,000 people a day at peak times and acts as a showcase for the city but, although it is the major pedestrian road in the Old Town, it is currently dominated by vehicles with poor facilities for pedestrians. This Order will create a pedestrianised route for 8 hours a day along one of the city’s key walking network links, connecting the seafront, the Lanes and the Pavilion.

#### 2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made objections and representations, the Committee approves the following orders:
  - Brighton & Hove (East Street) (Prohibition of Driving) Order 20\*\* (TRO-21c-2012)
  - Approve the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\*\* 20\*\* (TRO-21g-2014) with the following amendments:
    - a) The proposed conversion of an existing pay and display bay to a shared permit and pay and display bay will be

## APPENDIX A

removed for the reasons set out at paragraph 3.17 of the report.

2.2 That, in response to requests received during the consultation process, that the Committee agrees to the advertisement of a further two Traffic orders:

- A Traffic Regulation Order seeking to ban the right turn movement from King's Road on to the seafront.
- A Traffic Regulation Order seeking to convert the turning head on Bartholomews to a Pay & Display parking space.

### 3. CONTEXT/ BACKGROUND INFORMATION

3.1 The Old Town Transport Plan is a continuation of the Council's Walking Network programme. The proposal for a Walking Network was initially agreed by Policy & Resources Committee as part of a package of capital schemes in the previous Local Transport Plan 2006/7-2010/11.

3.2 On 2 October 2012 Transport Committee approved the Old Town Transport Plan in principle and authorised officers to advertise the relevant Traffic Regulation Orders.

3.3 Due to the nature of the proposals it was necessary to hold a Public Inquiry following a number of unresolved objections to the Orders. The Public Inquiry was held in May 2013 and the Inspector's report received in October 2013 (see Appendix 2).

3.4 On 14 Jan 2014 ETS Committee approved the Ship Street closure element of the scheme and this element has now been implemented.

3.5 At the same Committee meeting the HGV ban (after 11am each day) was formally approved. Implementation of the HGV ban requires a non-standard road sign and therefore DfT authorisation for the wording of the sign is currently being sought. Implementation will occur once the wording has been approved.

3.6 This report details how the Council can progress with the East Street element of the scheme in compliance with the findings of the Public Inquiry.

3.7 The purpose of the East Street Traffic Order is to prevent vehicles accessing East Street (north of King's Road) between 11am and 7pm each day and to remove the existing access prohibition in Little East Street.

3.6 The Public Inquiry findings (East Street element)

## APPENDIX A

Following the Inquiry the Inspector recommended that the East Street Order should not be made in its current format. The reasons he gave for his recommendation were exclusively directed to the implications of redirecting the traffic along Little East Street. Specifically, the issues relating to Little East Street raised by the Inspector concerned:

- Pedestrian / vehicle conflict
- Possible reduction in the outside amenity area of the Northern Lights bar
- Lack of formal loading facility for Little East Street businesses
- Recommendation to carry out a formal safety review looking specifically at the impact on Little East Street.

3.7 The entire East Street element of the scheme was reviewed by the Public Inquiry and the Inspector did not raise any issues about the wider scheme.

3.8 The Council has sought independent legal advice on the way forward. Counsel has advised that in order to satisfy the ruling of the Inspector the Council should take the actions bullet-pointed below.

- Ensure that the design is assessed via a full Road Safety Audit.
- Re-design the scheme where necessary and ensure, through the Road Safety Audit, that none of the concerns raised by the inspector are present in the re-design.
- Consult with local businesses on the re-design

3.9 Completion of these actions would '*show sufficient compliance under Regulation 13 of the 1996 Regulations*' and allow the Council to proceed with the East Street element of the scheme:

3.10 Safety Issues

Following the Public Inquiry, further vehicle counts, speed surveys, visibility analysis, and an internal safety review were undertaken. These informed a revised plan for the area (see Appendix 3), which added safety features (guard railing at the car park exit and a speed cushion for vehicles), and a new loading bay. The plan was submitted for independent safety audit (see Appendix 4).

3.11 The independent safety auditor found that all elements of the scheme were low risk.

3.12 The safety auditor was asked to pay particular attention to the risk to pedestrians emerging from frontages (particularly the disabled entrance at Dr Brighton's pub) and the car park exit. The auditor (using analysis of visibility splays, speed surveys, traffic counts and professional expertise) found that the safety risk at these locations was low.

3.12 There were four issues identified in the risk assessment and these are outlined in Appendix 5 with the design team response.

## APPENDIX A

- 3.13 In light of the 'low risk' conclusion of the independent safety review it is considered that the current proposal complies with the specific safety issues highlighted by the Inspector.
- 3.16 Loading Provision  
The Inspector noted that *'the scheme does not include provision for a loading bay offset from the main alignment of the street.'* Therefore the new proposal includes a loading bay at the point where Little East Street meets Bartholomews.
- 3.17 The original plan proposed removing a Pay & Display bay in order to accommodate the loading bay. However in consultation local businesses have expressed a desire to retain the parking space. Therefore to accommodate the loading bay it is now recommended that a shared residents / pay and display bay is relocated to the turning head space in Bartholomews, which would be redundant once the access restriction on Little East Street is lifted.
- 3.18 Dr Brighton's pub currently receives a beer delivery once a week to its hatch at the southern end of Little East Street. Northern Lights also receives a beer delivery to the passageway adjacent to the property. The delivery vehicle parks on the carriageway and this does not currently cause congestion problems but local businesses have raised concerns that this could cause a problem in the future. The scheme therefore includes the creation of passing points adjacent to the loading locations to ensure the beer deliveries do not cause congestion. The passing points will be created in areas of footway that lead to dead-ends and are off the pedestrian desire line.
- 3.19 Northern Lights  
The Inspector expressed concern that the proposals would decrease the area licensed to Northern Lights for tables and chairs. Further vehicle tracking analysis has been carried out in this area and has confirmed that passing vehicles will clear the licensed area by a minimum of 1.4 metres. This Order will therefore not require a reduction in the area licensed to Northern Lights for tables and chairs.

## 4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposals have been extensively examined at a Public Inquiry. Therefore the only realistic option available to the Council if it wishes to progress these plans is to follow the recommendations of the Inspector's Report.

## 5. COMMUNITY ENGAGEMENT & CONSULTATION

## APPENDIX A

- 5.1 The Old Town project has been through extensive public consultation over the last 2 years. A consultation history is attached as Appendix 6. At the Public Inquiry the Inspector confirmed he was satisfied with the quality and quantity of consultation for the scheme.
- 5.2 In Summer 2012 a public consultation was held in which 3,500 people were given information and 580 responses received.
- 5.3 Following consultation a recommended scheme based on consultation was presented to Transport Committee on 2 October 2012. The inclusion of the East Street closure element was prompted partially by a petition received from a number of businesses on East Street requesting the measure.
- 5.4 The proposed Traffic Regulation Order was advertised on 20 August 2014 with the closing date for comments and objections on 10 September 2014.
- 5.5 Detailed plans and the draft traffic Regulation Orders were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee library and Hove Central Library.
- 5.6 The documents were also available to view and to respond to directly on the Council's website.
- 5.7 The Brighton Lanes Traders were sent details of the Order at the start of the consultation period and were invited to meet with Officers to discuss the scheme in person. The group accepted the invitation and a consultation meeting was held on 5 September 2014.
- 5.8 Every address on Little East Street was written to individually inviting them to meet with Officers to discuss the scheme. 3 businesses have accepted this offer.
- 5.9 During the consultation period officers held 3 meetings with Northern Lights bar. 2 meetings were held with Dr Brighton's pub, and two meetings were held with Into You Tattoo shop.
- 5.10 30 responses were received. 26 were objections and 4 in support.
- 5.11 The predominant issues raised in objections are listed below in order of number of times mentioned (highest first):
  - The effect on Little East Street businesses / ambiance
  - Safety
  - The effect on business deliveries
  - Level of consultation
  - Congestion
  - Impact on East Street pedestrians
  - Lack of 2-way cycling

## APPENDIX A

- 5.12 A summary of the consultation and a detailed response is contained in Appendix 7.
- 5.13 As a result of consultation the following amendments have been made:
- 5.14 Passing points  
Dr Brighton's and Northern Lights receive a weekly beer delivery every Tuesday. Currently this causes little disruption but there was concern that the forecast additional traffic may cause congestion at delivery times. Following discussions with the businesses Officers have amended the plan to include passing points adjacent to the delivery locations.
- 5.15 Safety railing  
Safety railing was included in the proposal to increase safety for pedestrians exiting the Lanes Car park. The independent Safety Auditor noted that the risk to pedestrians in this area was currently 'very low' and that the introduction of guard railing may not alter risk levels. Consideration was given to removing this proposal from the plan, however local businesses (particularly Into You, whose shop is immediately opposite the car park exit) have expressed a preference for keeping the railing and it therefore will remain in the plan.
- 5.16 Speed Hump  
As above, the safety auditor noted that existing speeds in the street were very low and the introduction of the speed hump may not alter risk levels. However both Northern Lights and Into You indicated that they felt the speed hump would reduce speed (particularly of the occasional very fast vehicle) and should be installed. It has therefore been retained in the plan.
- 5.17 Right turn ban on to seafront  
During consultation Little East Street businesses reported that congestion was sometimes being caused by vehicles waiting to turn right on to the seafront, causing a queue behind them. This manoeuvre is also considered to be a potential safety risk. Therefore a recommendation of this report is that Officers are authorised to pursue a Traffic Order to ban right turns in this location.
- 5.18 One-Way enforcement  
The issue of drivers occasionally ignoring the one-way designation of Little East Street was raised by Northern Lights. In response it has been agreed to renew the No Entry markings and raise the issue with the police for targeted enforcement.
- 5.19 Install Double Yellow Lines and repeater signs  
Into You expressed concern that drivers will not be aware of the parking restrictions and will cause congestion in the street by parking in potential loading locations. Officers agreed to enhance the standard double yellow line markings with repeater signage to discourage illegal

## APPENDIX A

parking. Parking enforcement will also be increased during the early weeks of the scheme to ensure drivers are aware of the restrictions from the beginning.

### 6. CONCLUSION

- 6.1 This Order will create a pedestrianised route along one of the city's key walking network links. East Street is used by hundreds of thousands of visitors every year and acts as a showcase for the city but, although it is the major pedestrian road in the Old Town, it is currently dominated by vehicles with poor facilities for pedestrians.
- 6.2 On a typical summer weekend over 17,500 pedestrians use East Street over a 12 hour period (1,479 per hour). The city's Public Space Public Life Study has recommended that East Street, as a street that experiences much higher pedestrian than vehicular traffic, should be made pedestrian priority.
- 6.3 The closure of East Street has been consulted on twice through the Traffic Regulation Order process, and once via a Public Inquiry. It has very strong support of businesses on the road.
- 6.4 The Public Inquiry recommended the effect on Little East Street was looked into in more detail and the council has now done this. An independent safety audit has confirmed that road safety is a low risk, increased loading provision has been provided to help businesses and ensure no congestion is caused, and it has been confirmed that existing tables and chairs areas will not be affected.
- 6.5 During the hours of closure Little East Street will experience higher volumes of traffic as a result of the closure. However overall traffic volumes will remain very low and before 11am and after 7pm there will be little or no increase in traffic.

### 7. FINANCIAL & OTHER IMPLICATIONS:

#### Financial Implications:

- 7.1 The capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The total budget allocation for the Old Town Transport Plan project in the 2014-15 financial year is £33,000.

Any potential loss of parking income associated with the removal of on-street Pay and Display spaces will impact on the existing Parking revenue budget within the Transport service. It is difficult to estimate the potential loss of income as it is not possible to predict whether

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vehicles will be displaced elsewhere, migrate to off-street parking or be discouraged from parking.

*Finance Officer Consulted: Steven Bedford*  
*18/09/14*

*Date:*

### Legal Implications:

- 7.2 The Council has powers to implement controlled parking zones pursuant to the Road Traffic Regulation Act 1984 (the Act), sections 6, 9, 45, 46, 49 and 124, in particular. The Council has powers to implement the prohibition of driving pursuant to Sections 1(1), 2, 3 and 4 and Part IV of Schedule 9 of the Act.
- 7.3 In addition Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the “expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.
- 7.4 There are minimum requirements for consultation, publication and consideration of objections that must be met before any Traffic Order can be made and which are set out in the Road Traffic Regulation Act 1984 and in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.5 The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.6 After the proposals are formally advertised, the Council can, in the light of objections and other representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the Orders, then the matter is required to return to Environment, Transport & Sustainability Committee for a decision.
- 7.7 There are no Human Rights implications to bring to Members attention.

*Lawyer Consulted: Katie Matthews*  
*09.09.14*

*Date:*

### Equalities Implications:

- 7.8 The scheme has been independently safety audited to ensure that it is safe for disabled (and able-bodied) people. In particular the disabled

## **APPENDIX A**

exit to Dr Brighton's has been examined by the auditor who has concluded it is a low safety risk.

- 7.9 Local disability groups have been consulted throughout the project. The provision of dropped kerbs in the Old Town currently is poor. The Federation of Disabled, through its Get Involved Group, have worked with officers to produce a report listing locations within the Old Town, including East Street and Little East Street, that require accessibility improvements and the majority of these have been implemented. Officers are continuing to work with the group to ensure that disability issues that occur during implementation are addressed.

### Sustainability Implications:

- 7.10 The Old Town Transport Plan is part of the Council's sustainable transport strategy and will help to encourage the use of sustainable transport and reduce the negative effects of vehicles within the old Town area.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Traffic Regulation Orders
2. Extract from Public Inquiry report relating to East Street / Little East Street
3. Scheme Plan
4. Safety Audit
5. Response to Safety Audit
6. Consultation History
7. Consultation summary and response

### **Documents in Members' Rooms**

1. Copy of TRO responses



|                         |  |                     |  |
|-------------------------|--|---------------------|--|
| <b>Subject:</b>         | <b>High Street, Portslade – Loading Bay</b>                      |                     |  |
| <b>Date of Meeting:</b> | <b>25<sup>th</sup> November 2014</b>                             |                     |  |
| <b>Report of:</b>       | <b>Executive Director Environment, Development &amp; Housing</b> |                     |  |
| <b>Contact Officer:</b> | <b>Name: Charles Field</b>                                       | <b>Tel: 29-3329</b> |  |
|                         | <b>E-mail: charles.field@brighton-hove.gov.uk</b>                |                     |  |
| <b>Wards Affected:</b>  | <b>South Portslade</b>   |                     |  |

**1. PURPOSE OF REPORT AND POLICY CONTEXT:**

- 1.1 This report addresses the comments, support and objections received to a Traffic Regulation Order proposing a loading bay in High Street, Portslade. The Traffic Order was funded by the Stags Head Public House as they have difficulties with deliveries due to parked cars.

**2. RECOMMENDATIONS:**

- 2.1 The Committee is recommended to (having taken into account of all the duly made representations and objections):

Approve the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycles Lanes Consolidation Order 2013 amendment Order No.\* 201\*.

**3. CONTEXT / BACKGROUND INFORMATION**

- 3.1 The Stags Head Public House requested the loading bay due to difficulties with deliveries and funded the site investigation, design and advertising of a Traffic Regulation Order.

**4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The alternative option is doing nothing or a re-consultation which would mean the proposals would not be taken forward at this stage and /or re-consulted on. However, it is the recommendation of officers that this proposal proceeds for the reasons outlined within the report.

**5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The Traffic Regulation Order was advertised between the 14<sup>th</sup> August 2014 and 4<sup>th</sup> September 2014.

- 5.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.3 A Notice was also erected on street for the 14<sup>th</sup> August 2004; this included the legal notice, a plan showing the proposal and a statement of reasons in support of the proposals. The Notice was also published in The Argus newspaper on the 14<sup>th</sup> August 2014. Detailed plans and the order were available to view at Hove Library, Jubilee Library, the Customer Service Centres at Bartholomew House and Hove Town Hall.
- 5.4 The documents were also available to view and to respond to directly on the Council website.
- 5.5 The comments, support and objections are summarised and explained in detail in Appendix A and plans showing the proposals are in Appendix B.
- 5.6 There were 2 items of correspondence received to the proposal which included 1 item of support and 1 objection. The comments / objections are listed in Appendix A.
- 5.7 The first representation supporting the scheme was a nearby public house who outlined the lorries have caused difficulties when pulling up for delivery. This leads to buses being obstructed and customers have difficulty getting into the nearby car park.
- 5.8 The one objection from a local dentist was due to concerns about blue badge holders and elderly people accessing their service. Although the Council appreciates concerns regarding the loss of parking for everyone, in this case there is plenty of parking available close by.

## **6. CONCLUSION**

- 6.1 The recommendation is that this proposal is taken forward due to the reasons outlined in this report.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial implications:

- 7.1 The full cost of advertising the order and having the lining and signing amended will be covered from a fee of £2,000 paid for by the Public House.

*Finance officer consulted: Jeff Coates*

*Date: 21 October 2014*

### Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural requirements require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an Order must be considered by the Transport Committee before it can be made.

Equalities Implications:

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

Sustainability Implications:

- 7.4 The new motorcycle bays will encourage more sustainable methods of transport.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

- 7.7 There are no implications identified.

**SUPPORTING DOCUMENTATION**

**Appendices**

1. Appendix A – summary of representations received
2. Appendix B - Plans showing the proposals

**Documents in Members' Rooms**

1. None

**Background Documents**

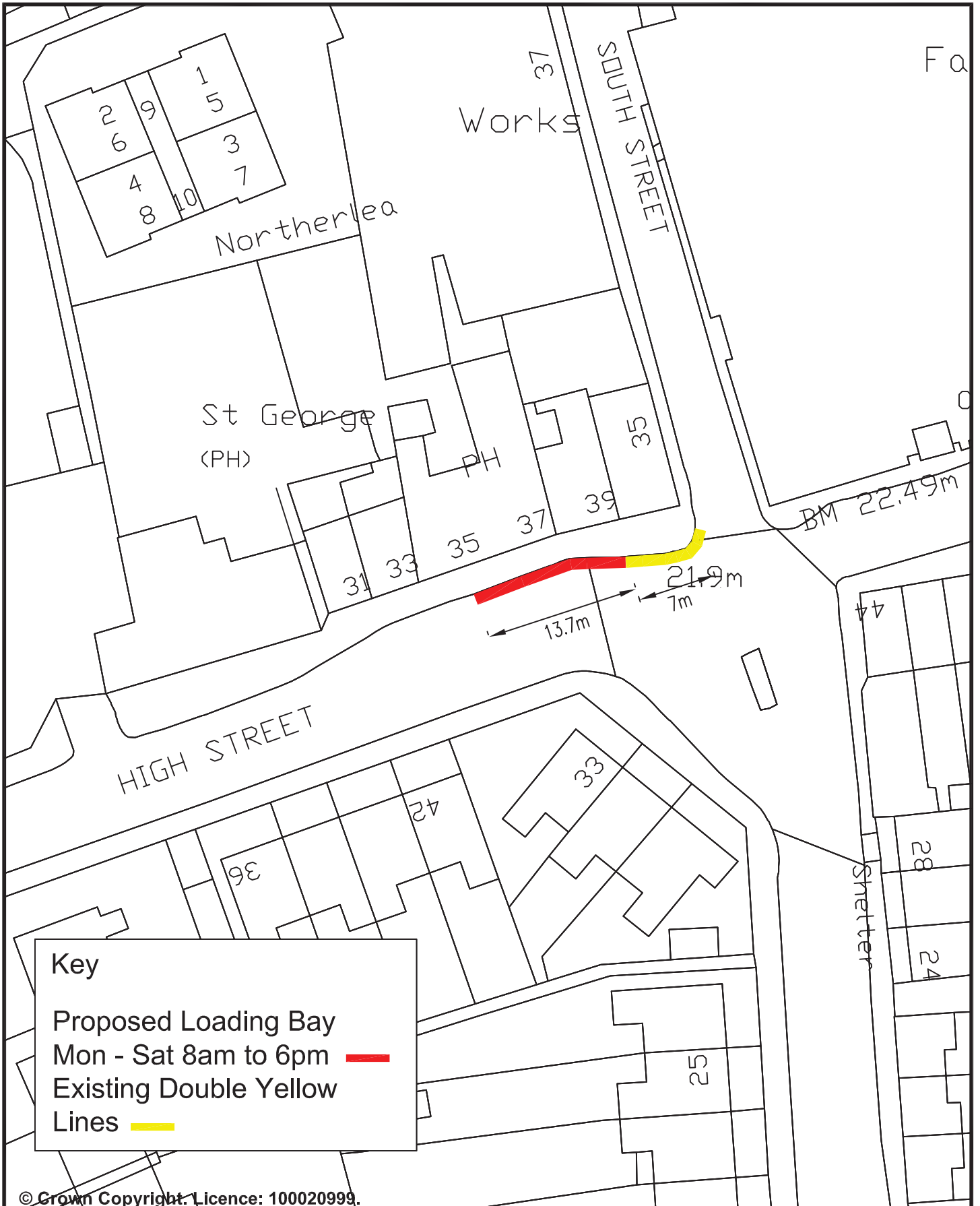
1. None



APPENDIX A – Items of correspondence

| Who           | Road / Ward | Object / Support | Contents   |
|---------------|-------------|------------------|--|
| Local Dentist | N/A         | Objection        | Concerns about blue badge holders and elderly people accessing their service.  |
| Public House  | N/A         | Support          | Lorries have caused difficulties when pulling up for delivery. This leads to the buses getting blocked and customers can't get into the nearby car park. |





**Key**

Proposed Loading Bay  
 Mon - Sat 8am to 6pm —

Existing Double Yellow  
 Lines —

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 Brighton & Hove City Council, 2012.

|   |                                 |
|---|---------------------------------|
| TRANSPORT   | PARKING INFRASTRUCTURE          |
| Address: High Street, Portslade                           | Scale : N.T.S.                  |
| Reason: To provide a loading bay<br>for nearby businesses | Date : Aug 2014                 |
|   | Drawn : D.A.                    |
|   | Drawing Number : B&H-SPA-LB-001 |



