





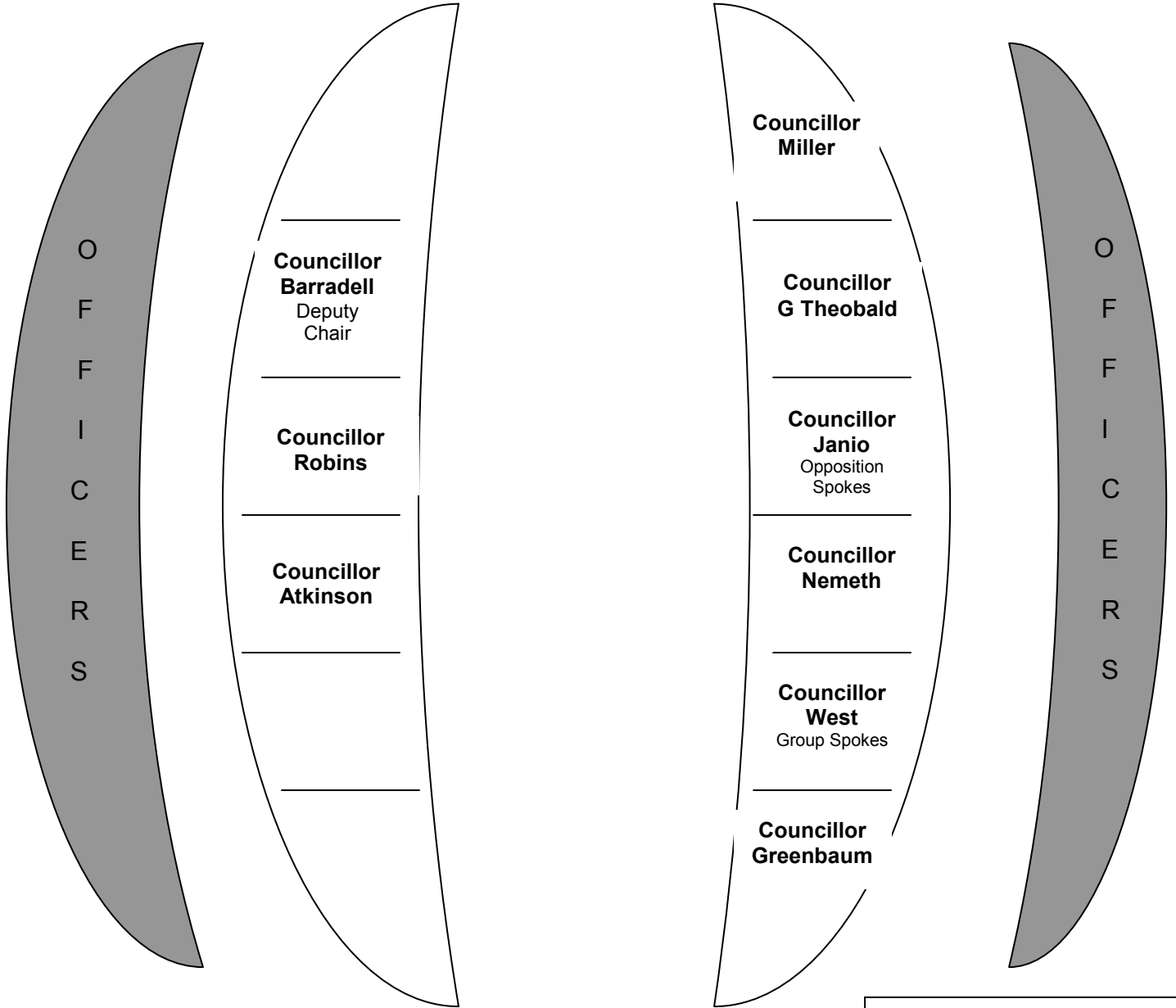
Brighton & Hove
City Council

Environment, Transport & Sustainability Committee

Title:	Environment, Transport & Sustainability Committee
Date:	19 January 2016
Time:	4.00pm
Venue	The Ronuk Hall, Portslade Town Hall
Members:	Councillors: Mitchell (Chair), Barradell (Deputy Chair), Janio (Opposition Spokesperson), West (Group Spokesperson), Atkinson, Greenbaum, Miller, Nemeth, Robins and G Theobald
Contact:	John Peel Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk
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Democratic Services: Environment, Transport & Sustainability Committee

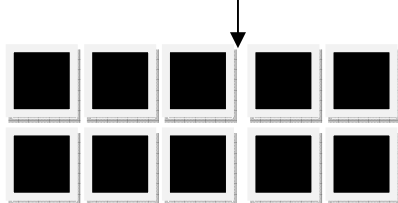
Legal Officer	Executive Director Environment, Development & Housing	Councillor Mitchell Chair	Democratic Services Officer
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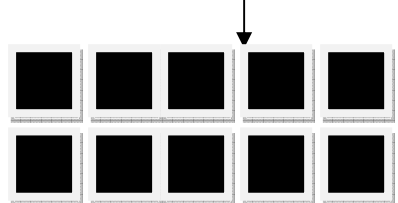
Press

Public Speaker Public Speaker

Public Seating



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;
 - (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 - 16

To consider the minutes of the meeting held on 24 November 2015 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

54 CHAIRS COMMUNICATIONS

55 CALL OVER

- (a) Items (58 – 63) 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.

56 PUBLIC INVOLVEMENT

17 - 18

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
 - (i) Fiveways and Surrenden Parking Scheme
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 12 January 2016;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 12 January 2016.

57 MEMBER INVOLVEMENT

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

GENERAL ITEMS

58 FEES AND CHARGES 2016/17

19 - 42

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

Contact Officer: Steven Bedford
Ward Affected: All Wards

Tel: 01273 293047

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

TRANSPORT & PUBLIC REALM MATTERS

59 **PARKING SCHEMES – CONSULTATION WORK.** **43 - 70**

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

Contact Officer: Charles Field *Tel:* 01273 293329

Ward Affected: East Brighton; Hanover & Elm Grove; Hollingdean & Stanmer; Preston Park; Queen's Park

60 **DISABLED BAY TRAFFIC ORDER** **71 - 84**

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

Contact Officer: Charles Field *Tel:* 01273 293329

Ward Affected: All Wards

61 **PEDAL CYCLE PARKING PLACES (PHASE 2)** **85 - 108**

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

Contact Officer: Abby Hone *Tel:* 01273 290390

Ward Affected: East Brighton; Hanover & Elm Grove; Queen's Park; Regency

ENVIRONMENT & SUSTAINABILITY MATTERS

62 **TRAVELLER SERVICE WASTE CONTRACT PROCUREMENT** **109 - 114**

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

Contact Officer: Rachel Chasseaud *Tel:* 01273 290753

Ward Affected: All Wards

63 **STANMER PARK RESTORATION PROGRAMME - UPDATE AND PERMISSION TO CONSULT** **115 - 138**

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

Contact Officer: Jan Jonker *Tel:* 01273 294722

64 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 28 January 2016 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

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

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

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ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

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Date of Publication - Monday, 11 January 2016

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 24 NOVEMBER 2015

THE RONUK HALL, PORTSLADE TOWN HALL

MINUTES

Present: Councillor Mitchell (Chair) Janio (Opposition Spokesperson), West (Group Spokesperson), Atkinson, Greenbaum, Miller, Moonan, Nemeth, Robins and G Theobald

Other Members present: Councillors Littman, Taylor

PART ONE

37 PROCEDURAL BUSINESS

37(a) Declarations of substitutes

37.1 Councillor Moonan was present as substitute for Councillor Barradell.

37(b) Declarations of interest

37.2 There were none.

37(c) Exclusion of press and public

37.3 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(l) of the Act).

37.4 **RESOLVED-** That the press and public not be excluded

38 MINUTES

38.1 **RESOLVED-** That the minutes of the previous meeting held on 13 October 2015 be approved and signed as the correct record.

38.2 As a matter arising, Councillor Atkinson asked if a workshop could be arranged for Members on the Air Quality Action Plan due to the importance of the subject.

38.3 The Chair answered that a workshop on the Air Quality Action Plan could be facilitated through the regular Members Training program with an invite sent to all councillors to attend.

39 CHAIRS COMMUNICATIONS

39.1 The Chair relayed to the committee that Item 47: Brighton Station Taxi Provision would be deferred to the next committee meeting to allow further discussion with the relevant ward councillors.

40 CALL OVER

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

- Item 44: Traveller Commission Strategy- Three Years On
- Item 45: Local Transport Plan: Future Priorities
- Item 46: Brighton Bikeshare
- Item 50: George Street Opening Hours Consultation

40.2 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 48: Parking Permit Review
- Item 49: Pedal Cycle Parking Places- TRO Objections

41 PUBLIC INVOLVEMENT

(a) Petitions

(i) Herbert Road Parking- Rachel Jeacock

41.1 The Committee considered a petition signed by 36 people requesting Herbert Road be included in the proposed residents parking scheme for Fiveways agreed at the Environment, Transport & Sustainability Committee on 13 October 2015.

41.2 The Chair provided the following response:

“Thank you for your Petition.

The Council did indeed consult over a very wide area in the Surrenden and Fiveways area and at Committee last month we did agreed to proceed with a parking scheme restricted mainly to the immediate Fiveways area that demonstrated a large degree of support for such a scheme.

That did not include Herbert Road or other roads in the immediate vicinity of Herbert Road where there was not overall support.

It was agreed that if difficulties do arise in roads outside this area following the introduction of this scheme then residents across a number of roads, would need to put together a petition covering a wider area and present this at a future Environment, Transport & Sustainability Committee. And this is because other roads may be similarly

affected and as I'm sure you will understand, adding roads in one at a time is very confusing and very costly so we need to hear from the wider area to the west of Balfour Road.

This will then enable the Council to gauge the strength of feeling for a resident parking scheme across an overall area. If the area is highlighted by residents then this could be considered alongside the proposed consultation in the Preston Village area which is due to start from summer 2016".

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

(ii) New Church Road Crossing- Gilly Armstrong

41.4 The Committee considered a petition signed by 105 people requesting the council install a zebra crossing on New Church Road, close to Saxon Road, to improve pedestrian safety in the area.

41.5 The Chair provided the following response:

"Thank you for your petition.

As you may be aware the council receives a number of requests for pedestrian crossing facilities and has a rolling programme of investment. The budget isn't as big as we would like and that does mean we have to prioritise as to where we direct our expenditure.

In terms of your request Road Safety Officers did look at this location earlier in the year and did look at the accident record. I can report that this area does have a good safety record and that no pedestrians have been involved in any accidents in the past 5 years. Although I fully appreciate areas can feel unsafe, in order for the council to direct its expenditure, the council does need a wide-range of evidence.

However I will ask officers to continue to monitor the area and report back to committee if problems become apparent".

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

(b) Written Questions

(i) Church Road, South Portslade- Rae Powers

41.7 Rae Powers presented the following question:

"As you may know, this is Road Safety Week. But this week is no different for the children and families of St Peter's School. Every day we continue to risk our lives along Church Road, competing with loaded HGVs, commuter buses and speeding cars. We are here for the third time in three years. One year ago you voted to provide a school crossing patrol, followed by a new zebra crossing. Neither promise has been delivered. How will the ETS committee and Road Safety Team be accountable to our community and fulfil commitments to improve the crossing on Church Road?"

41.8 The Chair provided the following response:

"As you may know, this is Road Safety Week. But this week is no different for the children and families of St Peter's School. Every day we continue to risk our lives along Church Road, competing with loaded HGVs, commuter buses and speeding cars. We are here for the third time in three years. One year ago you voted to provide a school crossing patrol, followed by a new zebra crossing. Neither promise has been delivered. How will the ETS committee and Road Safety Team be accountable to our community and fulfil commitments to improve the crossing on Church Road?"

41.9 The Chair provided the following response:

"Thank you Rae for your question and your continuing contributions to road safety issues in the area.

In regard to your question on the progress of a School Crossing Patrol Officer we undertook recruitment drive in June and July but were unable to find a suitable candidate for the post. However, we will be advertising the post again shortly and I understand you have agreed to help in this process so will ask officers to contact you shortly so that the community can help to find a suitable person. This help is very much welcomed as school crossing patrol officers can be very difficult to recruit. In relation to your request for a Zebra Crossing, you will remember that it was actually agreed at this committee to carry out another assessment once the School Crossing Patrol had become established and more people cross at this location. As you will also be aware, the council introduced painted pinch points to help speeds and introduced new electronic warning signs for drivers and will continue to monitor the situation".

41.10 Rae Powers asked the following supplementary question:

"If a School Crossing Patrol Officer cannot be recruited, what will lead to a crossing being put in?"

41.11 The Chair provided the following response:

"The School Crossing Patrol post will be re-advertised and I'm afraid it did get caught up in the council's recruitment freeze and I'm sure you understand that we have to be rigorous in terms of our cash controls at the moment due to the budgetary position. There has now been clearance for the post to be re-advertised and that will now happen.

We can also monitor the effect that the additional improvements have made in terms of where pedestrians are crossing and if necessary we can then re-assess with a view to a potential crossing".

(c) Deputations

(i) Surrenden & Fiveways Parking, Balfour Road- Gordon MacDonald

41.12 The Committee considered a Deputation requesting Balfour Road be included within the Fiveways residents parking scheme agreed by the Committee at its meeting on 13 October 2015.

41.13 The Chair provided the following response:

“Thank you for your detailed deputation.

At the last Committee meeting it was agreed to proceed with a parking scheme in the Fiveways area for those roads that had shown clear majority support across the area. It did not include Balfour Road or other roads in the immediate vicinity to the west of Balfour Road.

It was made clear in the consultation documents that other roads may vote in favour of a scheme and respondents from Balfour Road voted narrowly against proceeding with a parking scheme for their road.

The issues regarding school permits being issued to local schools if Balfour Road was included was also highlighted in the last committee meeting which gave the go-ahead for the statutory phase of the consultation for the identified new zone.

It was agreed that if difficulties arise in roads outside this area following the introduction of this scheme then residents as an overall area, and I'd like to stress that, would need to put together a petition and present this at a future Environment, Transport & Sustainability Committee.

This will enable the committee to gauge the strength of feeling across the area for a resident parking scheme. We could then re-consult along with the planned consultation in the Preston Village area which begins from summer 2016”.

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

42 ITEMS REFERRED FROM COUNCIL

(a) Petitions

(i) Elm Trees, New Church Road- Councillor Cobb

42.1 The Committee considered a petition referred from the Full Council meeting on 22 October 2015 and signed by 100 people requesting the council ensure that Brighton College fund the replacement of elm trees that had been felled on its New Church Road property.

42.2 The Chair provided the following response:

“It is very sad that we have lost 14 elm trees in the Westbourne area and this highlights how devastating the effects of Dutch Elm Disease can be. The outbreak was the consequence of healthy trees on the grounds of St Christopher’s school being cut back for maintenance some two years ago. Unfortunately the off cuts were kept on the school grounds rather than removed and these became a breeding ground for the beetle that causes spreads of Dutch Elm Disease.

When street trees became infected in the area our officers carried out an investigation and quickly found the source of the outbreak. Unfortunately by this stage 10 of our street trees were infected and had to be cut down to contain the outbreak.

The representatives from the school were very upset by the fact that their premises were the source of the outbreak and have cooperated fully with the council to contain the disease. We have cleared and destroyed all the wood that has been infected and are keeping a close eye on the area.

It is our aspiration to see the trees replaced, and whilst budget reductions mean this isn’t currently possible, we will continue to explore ways of how funding the replacement trees can be achieved”

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

43 **MEMBER INVOLVEMENT**

(c) **Letters**

(i) **Parking Zones- Councillor Taylor**

43.1 The Committee considered a Letter from Councillor Taylor requesting the Committee receive a report reviewing parking zones to ease displacement issues in the Withdean ward area.

43.2 The Chair provided the following response:

“Thank you for your letter.

Before finalising the arrangements for this parking area, Officers undertook extensive surveys of existing parking patterns as well as a thorough review of the consultation results before designing the appropriate number of resident parking places.

In total there are 973 available spaces for residents to park with a permit in the proposed Area F in the Fiveways area and this accounts for 94.5% of the available parking.

This is a similar percentage to other parking schemes across the City so it is felt that a review of resident parking wouldn't achieve any significant extra spaces and may also impact on blue badge users and areas for visitors to park for shops.

Area J and E are a similar percentage of about 95% designated for residents and a review would require extra resources and is unlikely to increase the amount of spaces available to residents”.

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

(ii) **Cycle Parking- Councillor West**

43.4 The Committee considered a Letter from Councillor West requesting businesses be encouraged to install more cycle parking through S106 opportunities and that a certain number of cycle parking places under the potential Bikeshare Scheme be allocated to non-scheme bikes.

43.5 The Chair provided the following response:

“Thank you for your letter.

In Brighton & Hove the number of people travelling to work by bike doubled between 2001-2011 and our automatic cycle counter figures show continues an upward trend in cycle use as a viable mode of transport in our city. As this continues, there will be increased demand for cycle parking which means that people park their bicycles and then go on to use shops and services when they get to them by bicycle and vice versa, that they have cycle parking available where they live. Particularly because of the density of people living in the city, often in houses converted to flats where retro-fitting cycle parking facilities can often be problematic.

This is also why we have received the report at ETS today regarding implementation of Pedal Cycle Parking Places, a rolling programme of cycle parking facilities which have

become increasingly popular and form a key contribution to improving conditions for cycling. This good quality cycle parking is carefully considered and can also de-clutter the streetscape, helping to reduce cycle related crime. The Council is committed to improving cycle parking facilities with LTP budget allocated to cycle parking on an annual basis.

The suggestion of incorporating public cycle parking alongside the introduction of a public bike sharing system is interesting. As you highlight this could avoid investing in a limited number of exclusive parking places for the BikeShare scheme and certainly may help wider appreciation of introducing BikeShare hubs if residents also benefit for their own bicycle security and storage.

I understand that officers are further refining the procurement specification for a BikeShare operation and will request that your suggestion can be given consideration through the procurement process”.

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

(d) Notices of Motion

(i) Green Group- Space for Cycling

43.7 The Committee considered a Notice of Motion on behalf of the Green Group requesting the council sign-up to the Space for Cycling Campaign.

43.8 Introducing the amendment, Councillor West stated that creating the conditions to encourage cycling was vitally important in creating cycle-friendly streets and increasing sustainable transport levels. Councillor West noted that cycling rates in the city was low amongst children was low due to their perception of safety. Likewise, there was a gender imbalance of cyclist’s similarly due to the safety concerns. Councillor West noted that whilst a lot of work was going into increasing cycling rates in Brighton and elsewhere across the country, significantly more could be done.

43.9 Seconding the motion, Councillor Greenbaum noted that there were 175 premature deaths in the city caused by poor air quality and it was crucially important that cycling as a sustainable method of transport be encouraged and maximised to minimise the effects of pollution and create a better environment for all.

43.10 Councillor Janio stated that the opportunity and conditions for people to cycle must be provided although all methods of transport should be at a level playing field and encouraging cycling should not be operated by diktat. Councillor Janio moved the following amendment to the motion as shown in bold italics below:

The Committee notes:

- The benefits cycling brings and the investments made in the city supporting cycling that have led to a rise in cycling and gained national and international recognition;

The Committee requests:

- ~~that the Chief Executive sign up Brighton & Hove City Council to the Space for Cycling campaign~~

- *That a report be brought to the next committee meeting outlining the costs and benefits in joining the Space for Cycling campaign*
- that the Chief Executive write to the Secretary of State for Transport calling for increased funding to support cycling;
- Ask all Members to consider joining the campaign;
- That improvement to cycle infrastructure be identified as a priority in the Local Transport Plan.

43.11 Seconding the motion, Councillor Theobald stated that he would like to receive an officer report on the matter as he was not sure what the campaign was or what joining would mean for the council.

43.12 The Chair put the amendment to the vote which failed.

43.13 The Chair put the substantive motion to the vote which passed.

43.14 **RESOLVED-**

The Committee notes:

- The benefits cycling brings and the investments made in the city supporting cycling that have led to a rise in cycling and gained national and international recognition;

The Committee requests:

- that the Chief Executive sign-up Brighton & Hove City Council to the Space for Cycling campaign
- that the Chief Executive write to the Secretary of State for Transport calling for increased funding to support cycling;
- Ask all Members to consider joining the campaign;
- That improvement to cycle infrastructure be identified as a priority in the Local Transport Plan.

44 TRAVELLER COMMISSIONING STRATEGY: THREE YEARS ON

44.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that provided an annual monitoring update on the Traveller Commissioning Strategy in accordance with the recommendations of the Traveller Scrutiny Panel held in 2012.

44.2 Councillor Theobald stated that the issue of Traveller's was an important one in the Patcham ward he represented and he had been asked by residents to raise a number of questions. Councillor Theobald stated that although there was central government guidance on traveller sites, this was not a directive as to the minimum number. Councillor Theobald noted that there was no mention in the strategy regarding fly-tipping and the condition that sites should be left in. Councillor Theobald asked for an update as to progress on the Horsdean site as he understood there had been a number of issues relating to drilling under the A27 that could lead to increase cost. Councillor Theobald noted that under Section 62 of their powers, Sussex Police could only direct

unauthorised encampments to within the Brighton & Hove boundary. This put Brighton & Hove at a disadvantage as the city boundary was much smaller than neighbouring authorities such as East and West Sussex. Councillor Theobald asked if the legislation on this issue could be looked at and amended to reflect Police areas as opposed to local authority boundaries.

- 44.3 The Housing Strategy Manager clarified that in relation to the Horsdean site, there had been an issue drilling under the A27 but the work was still scheduled to meet the timetable for completion in June 2016. In relation to central government guidance on site provision, the Planning Manager stated that national policy did require the authority to undertake a gypsy and traveller area assessment and to produce a technical report on the number of spaces required. In the Brighton & Hove administrative area, this had been set at 32. Brighton & Hove City Council had to demonstrate whether it could meet that requirement and as with general housing, it may be that the council could not provide evidence that it could meet that requirement. The council would then have a duty in co-operation with other local authorities to examine methods to provide that unmet requirement. With regard to site refuse and fly-tipping on unauthorised encampments, the Head of Tenancy Services stated this was a problem and one that officers attempted to resolve by speaking with the community about the impact, cost and community relations of fly-tipping and site condition. In terms of prosecution on fly-tipping, it was very difficult to gather evidence that could identify the perpetrators although there had been some successful prosecutions. The Head of Tenancy Services added that she was aware that Cityclean would be enacting a strategy on waste enforcement in general and fly-tipping on unauthorised encampments would come under this strategy. There would also be a report coming to a future committee re-procuring the traveller waste management contract and measures on accountability would be specified within that. On the matter of Section 62 Order's, officers would welcome a change allowing direction of unauthorised encampments to outside the Brighton & Hove area due to its limited size but this was a national legislation that could only be changed by central government.
- 44.4 Councillor Theobald thanked officers for their contributions and asked if the issues detailed could be formally included in the Traveller Strategy.
- 44.5 The Housing Strategy Manager stated that this matter could be looked at for the Action Plan over the course of the next year.
- 44.6 The Chair supplemented that this was also an issue that could be included within the Planning Framework as it was a legitimate cross county border issue.
- 44.7 Councillor West stated that the challenges of lack of engagement and marginalisation demonstrated the urgent need for proper provision and he had a sense of frustration that the process of doing so had taken so long. Councillor West noted that the needs assessment had demonstrated that an additional 32 pitches were required and he hoped that the process of doing so would be quicker and more positive than had been the case for the Horsdean site. Councillor West supplemented that there was much to celebrate within the report and he expressed his commendation for work officers had undertaken with the traveller community on domestic and sexual violence, work on traveller health and work upon promoting the history of travellers in education.

- 44.8 Councillor Atkinson stated that the report covered an emotional and complex issue. Councillor Atkinson stated that this led to occasional difficult situations for the travelling community, local community and council officers but undoubtedly, Sussex Police and Traveller Liaison Team were doing everything possible to minimise these. Councillor Atkinson felt one area improvement might be the clear reporting to residents as the issue could often get misconstrued.
- 44.9 Councillor Robins noted that he had been a member of the original Scrutiny Panel; the result was a superb piece of work on the way forward. Councillor Robins stated that there was a tendency to marginalise the traveller and gypsy community in discussion of the matter. Councillor Robins noted that he suspected many councillors had not spoken to traveller communities even though many were from or based in Brighton and Hove. Councillor Robins stated that there would be a benefit for councillors to speak directly to the community as a method of serious engagement and not do so through a third-party.
- 44.10 Councillor Janio stated that he endorsed the comments made by Councillor Robins adding that he was a supporter of a permanent traveller site although perhaps not in the current location. Councillor Janio stated that councillors had a duty to break down the barrier that currently existed. In reference to the needs assessment, Councillor Janio asked for a clear steer on what the council was mandated to do with regarded to sites.
- 44.11 The Planning Manager stated that the council was mandated to look at requirements for need, with a technical study to examine how to meet the identified requirement.
- 44.12 **RESOLVED-**
- 1) That the Environment, Transport & Sustainability Committee notes the progress made, achievements and challenges in delivering the strategy (Appendix 1).
 - 2) That the Environment, Transport & Sustainability Committee notes the progress made in implementing the Scrutiny Panel recommendations (Appendix 2).

45 LOCAL TRANSPORT PLAN - FUTURE PRIORITIES

- 45.1 The Committee considered a report of the Acting Executive Director, Environment, Development & Housing that outlined and recommended workstreams and projects for progression under the council's fourth Local Transport Plan (LTP4)
- 45.2 Councillor West stated that he was pleased to see the outcomes of the LTP were driven by reducing carbon output. However, he had particular concern for Preston Circus as a significant transport corridor and that it should be prioritised to link in with the ongoing regeneration of London Road and the forthcoming Valley Gardens scheme. Councillor West stated that he was aware improvement works at Preston Circus could be linked to the New England House development but there was no clear certainty on that matter. Councillor West supplemented that he was curious as to why Church Road had been listed as a priority as he was not convinced as to its comparative need for improvement.

- 45.3 Councillor Theobald noted that almost every committee meeting received a request from members of the public for a pedestrian crossing so priority should perhaps be given to more investment in that area.
- 45.4 The Head of Transport Policy & Strategy noted that investment in pedestrian crossings would be met under the continuation of existing programmes as referenced at paragraph 1.3 of the report. In addition, the council's capital programme gave further opportunity to request that a certain level of investment be made in this area. In reference to Preston Circus, the Head of Transport Policy & Strategy referred to paragraph 3.7 that identified expected progression through additional sources of funding including amongst others, the Local Growth Fund. In relation to Church Road, the Head of Transport Policy & Strategy referred to paragraphs 3.17 and 3.18 that highlighted deficiencies in accessibility and mobility in the area and the related need for investment.
- 45.5 Councillor Nemeth enquired as to the process of prioritisation for the projects presented in the report.
- 45.6 The Chair explained that the recommendations related to previous discussions at this committee and the Transport Partnership and there was a broad theme that investment be targeted toward neighbourhood areas, away from the city centre. Following identification, a matrix was compiled that assesses and ranked each location in terms of need to prioritise use of what was a limited and finite budget.
- 45.7 Councillor Janio moved a motion to amend recommendation 2.1 as shown in bold italics below:
- 2.1 That the Committee agrees that the following new Transport workstreams are prioritised to be developed and delivered as part of the council's Local Transport Plan capital programme between 2015/16 and 2018/19 in order to support the delivery of the city's and council's wider goals and objectives as set out in paragraphs 3.6 to 3.17 of the report:-
- 1) Policy development and strategies – a Transport Carbon Reduction Plan; and an Interchange Strategy (including provision for coaches, and their drivers and passengers);
 - 2) Projects – 'Gateway to the Sea' and Church Road, Hove; and Seafront Structures adjacent to the Waterfront Central development site; and
 - 3) Programmes of investment – Local Shopping Centre: Boundary/Station Road, Portslade **and The Grenadier, Hangleton**
- 45.8 Introducing the amendment, Councillor Janio noted that he had brought a petition and Letter to the Committee on The Grenadier in Hangleton. Although some improvements had been made, the area was still in decline and although it was referenced in the report, it had not been prioritised.
- 45.9 Councillor Theobald formally seconded the motion.

- 45.10 The Chair asked officers if the request was feasible in terms of expenditure alongside the other proposals recommended to proceed.
- 45.11 The Head of Transport Strategy & Policy stated that the recommendations proposed had been made in view of the resources available and current commitments and to put forward additional projects would require a review of resources.
- 45.12 Councillor Robins stated that he welcomed the proposed improvements to Boundary Road, Portslade and requested assurance that the local community would be engaged in what was necessary and needed.
- 45.13 Councillor Miller stated that he agreed with the strategic focus required referenced in the report and was encouraged that an investigation into a Park & Ride location was continuing. Councillor Miller suggested that any extension of the bus lane from Roedean to Greenways was not currently necessary and the expenditure should be diverted to other matters. Referencing page 143, Councillor Miller explained that the Co-op store not Tesco store caused more difficulties to traffic in the area.
- 45.14 Councillor Atkinson stated that he very much supported the focus on improvements to local shopping centres. Councillor Atkinson stated that whilst he had sympathy for the amendment put forward, he would not be supporting the motion as he felt Boundary Road was in more urgent need of improvement. Boundary Road had a very high number of collisions and amongst the lowest standards of air quality in the city.
- 45.15 Councillor Moonan praised the standard of report and its thorough technical detail. Councillor Moonan stated that Church Road was a major gateway across Hove and led to several local shopping areas including George Street and Blatchington Road.
- 45.16 The Chair stated that she had consulted with officers and had been advised that it would be possible to undertake a scoping exercise on potential improvements to The Grenadier, Hangleton.
- 45.17 Councillor Janio stated that on the basis of that assurance and commitment, he would withdraw his amendment.
- 45.18 **RESOLVED-**
- 1) That the Committee agrees that the following new Transport workstreams are prioritised to be developed and delivered as part of the council's Local Transport Plan capital programme between 2015/16 and 2018/19 in order to support the delivery of the city's and council's wider goals and objectives as set out in paragraphs 3.6 to 3.17 of the report:-
 - 1) Policy development and strategies – a Transport Carbon Reduction Plan; and an Interchange Strategy (including provision for coaches, and their drivers and passengers);
 - 2) Projects – 'Gateway to the Sea' and Church Road, Hove; and Seafront Structures adjacent to the Waterfront Central development site; and

- 3) Programmes of investment – Local Shopping Centre: Boundary/Station Road, Portslade
- 2) That the Committee agrees that the issues set out at paragraphs 3.4 and 3.5 and Appendix 1 of the report associated with Technology & Travel Information; Freight & Deliveries; and a Route/Corridor Hierarchy should be considered as part of the development of the Citywide 'Traffic' Network Management Strategy.

46 BRIGHTON BIKESHARE

- 46.1. The Committee considered a report of the Acting Executive Director, Environment, Development & Housing that sought approval for the tendering of a concession agreement for the provision of a BikeShare scheme for the city subject to approval by the Coast to Capital Local Enterprise Partnership (C2C LEP) at its Local Transport Body (LTB) meeting scheduled for 26 November 2015. The report also sought agreement for the position of the council's representative to the LTB on a series of other recommendations for consideration at the same meeting.
- 46.2. Councillor Janio expressed his support for the proposals.
- 46.3. Councillor West welcomed the proposals and expressed credit to former Councillor Davey who had been instrumental in pursuing funding. Councillor West stated that he felt Preston Park station should be included in the scheme as it was an important link with the university base at Falmer and adjoined key cycle lanes.
- 46.4. The Chair stated that officers would pursue the proposals suggested by Councillor West.
- 46.5. Councillor Robins asked if there was an intention to take the scheme further westward to include Portslade Station as it would provide greater access to the west of the city and was a key link to the South Downs National Park.
- 46.6. Councillor Miller asked what percentage of revenue would be retained by the council as it was not detailed in the report and assumedly would be part of the tender process and also whether the procurement process would be 'open book'.
- 46.7. The Principal Transport Planning Officer stated that in terms of revenue, it was difficult at this stage to pinpoint what revenue would be generated that would be detailed through the procurement stage as there were a variety of options for scheme operation.
- 46.8. **RESOLVED-** That the Environment, Transport and Sustainability Committee:
 - 1) Approves the tendering of a concession agreement for a BikeShare scheme for a term of three years with the option to extend for a period of two by two years (with a maximum potential extension period of four years), within which the operator, not the council, will take on the liability for any revenue losses during the first 3 years of the concession agreement.
 - 2) Grants delegated authority to the Executive Director Environment, Development and Housing –

- (i) to carry out the procurement of the concession agreement referred to in paragraph 2.1 above including the award and letting of the concession agreement; and
 - (ii) to grant up to two extensions to the concession agreement referred to in paragraph 2.1 above of two years each should he/she consider it appropriate at the relevant time.
- 3) Welcomes and fully supports the positive recommendations being made by the Coast to Capital Local Enterprise Partnership [LEP] to its Local Transport Body [LTB], as set out in paragraph 3.4 of this report, to fully approve the council's bid for Sustainability funding for a BikeShare scheme.
 - 4) Agrees that consultation should be carried out with councillors, residents, businesses and relevant partners and stakeholders in the proposed scheme area as set out at section 5 of this report.
 - 5) Notes that all of the recommendations above are subject to a successful outcome of the C2C LTB decision on providing full approval for funding from the Local Growth Fund (LGF) budget for the BikeShare scheme at the meeting due to be held on 26th November 2015.
 - 6) Supports the recommendations being made by the LEP to the LTB, as summarised in Appendix 2 of this report, with respect to:-
 - a) LTB policy on Value for Money;
 - b) Crawley Area Sustainable Transport Package;
 - c) Sustainability schemes; and;
 - d) Resilience schemes.
 - 7) Agrees the recommendations referred to in paragraphs 2.3 and 2.6 above may be subject to minor variations tabled at the Local Transport Body, which do not alter the substance of the decision.
 - 8) Agrees that if an alternative (or new) recommendation is tabled during the Local Transport Body meeting which alters the substance of the original recommendation, a further decision will be sought from the Committee prior to proceeding.

47 PARKING PERMIT REVIEW.

47.1 RESOLVED-

- 1) That the Committee agrees the proposals outlined in Appendix A.
- 2) That the Committee agrees to a further investigation including a more detailed survey for the issues outlined in Appendix B. A report will be presented to a further Environment, Transport & Sustainability Committee to outline the results of further investigation and agree a way forward.

48 PEDAL CYCLE PARKING PLACES - TRO OBJECTIONS

48.1 **RESOLVED-** That, having taken account of all duly made representations and objections, Committee Members approve as advertised the following orders;

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (ref: TRO-23a-2015)
- Brighton & Hove (Various Roads) (One Way) Traffic Order 2012 Amendment Order No. * 201* (ref: TRO-23b-2015)

49 GEORGE STREET OPENING HOURS CONSULTATION

49.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that set out the outcome of the recent consultation undertaken to change the opening hours to traffic in George Street.

49.2 Councillor West stated his support for the recommendation to maintain the current opening hours to traffic on George Street as it was clear to him that there was no discernible benefit to change them. Councillor West added that cars were not conducive to trade or shopping environments and expressed his view that a better use of officer time might have been to examine options to extend the hours George Street was closed to traffic in the winter.

49.3 Councillor Janio moved a motion to amend the recommendation as shown in bold italics below:

2.1 That Committee agrees that George Street ***change*** its current hours of operation (closure to traffic) of 10am- 6pm ***4pm all year round*** ~~from the months of April to October and 10am to 4pm between November to March~~

49.4 Introducing the amendment, Councillor Janio stated that the results of the consultation demonstrated a clear steer from traders to increase the hours George Street was open to traffic and that should be supported.

49.5 Councillor Nemeth formally seconded the motion.

49.6 Councillor Moonan stated that George Street was based in her ward of Central Hove and she had listened and canvassed people in the area for their view. Whilst she was sympathetic to the trader's request, the feedback from the majority of residents was to maintain the status quo. The street shopping environment of George Street was very positive for the area and she would not be supporting the amendment proposed.

49.7 Councillor Nemeth stated that he regularly used George Street and supported the amendment as it would increase the appeal of visiting the street. Councillor Nemeth added that a time limit on opening to traffic would still be in place.

- 49.8 Councillor Robins stated that the street worked perfectly pedestrianised for the majority of the day and he saw no need to change the current restrictions.
- 49.9 The Chair then put the amendment to the vote which failed.
- 49.10 The Chair put the recommendations as detailed in the report to the vote which passed.
- 49.11 **RESOLVED-** That Committee agrees that George Street keeps its current hours of operation (closure to traffic) of 10am-6pm from the months of April to October and 10am to 4pm between November to March.

50 ITEMS REFERRED FOR FULL COUNCIL

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

The meeting concluded at 6.35pm

Signed

Chair

Dated this

day of

Subject: Petitions
Date of Meeting: 19 January 2016
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) Fiveways and Surrenden Parking Scheme- Katharine Butcher

To receive the following petition signed by 122 people:

"We the undersigned, would like our road to be included in the Area F parking zone. We are covering the wider area of Balfour Road, Herbert Road, Gordon Road, Bates, and Loder Road"

Subject:	Fees and Charges 2016/17		
Date of Meeting:	19 January 2016		
Report of:	Acting Executive Director, Environment Development & Housing		
Contact Officer:	Name:	Steven Bedford	Tel: 29-3047
	Email:	steven.bedford@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to set out the proposed 2016/17 fees and charges for the service areas covered by the Environment, Transport and Sustainability Committee in accordance with corporate regulations and policy.

2. RECOMMENDATIONS:

- 2.1 That Committee:
- a) approves the proposed fees and charges for 2016/17 as set out within the report and its appendices.
 - b) delegates authority to the Acting Director of Environment, Development & Housing to increase any charges for fees as notified and set by central Government during the year.

Note: If the above recommendations are not agreed, or if the committee wishes to amend the recommendations, then the item will need to be referred to the Policy & Resources Committee meeting on 11th February to be dealt with as part of the overall budget. This is because the budget is being developed on the assumption that the fees and charges are agreed as recommended and any failure to agree, or a proposal to agree different fees and charges, will have an impact on the overall budget, which means it needs to be dealt with by the Policy & Resources Committee as per the requirements of the constitution. This will not stop the committee from making recommendations to Policy & Resources Committee.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Council's Corporate Fees and Charges Policy require that all fees and charges are reviewed at least annually and should normally be increased by either: the standard rate of inflation, statutory increases, or actual increases in the costs of providing the service.

- 3.2 The Corporate Plan & Medium Term Financial Strategy 2015-2019 report approved at Policy and Resources Committee in July 2015 specified the assumption of a standard inflation increase to fees and charges of 2.0% with the exception of parking Penalty Charge Notices. The council's Standard Financial Procedures states that service committees shall receive a report from Executive Directors on fees and charges variations above or below the corporately applied rate of inflation.
- 3.3 It is not always possible when amending fees and charges to increase by the exact inflation figure due to rounding. Therefore some fees and charges are rounded for ease of payment and administration.

City Clean and City Parks

- 3.4 Allotments
It is proposed to increase fees and charges by the standard rate of inflation. A schedule of fees and charges is included at Appendix 1.
- 3.5 City Parks
The principle of charging for dedicated benches and trees is to recover the costs to the council of running the service. It is proposed to increase these fees and charges by the standard rate of inflation. A schedule of fees and charges is included at Appendix 1.
- 3.6 Sports Bookings
It is proposed to increase the charges for sports bookings by the standard inflation rate. A schedule of fees and charges is included at Appendix 1. Sports Bookings have historically been set at a rate to reflect the councils health and wellbeing objectives and it is recognised that most sports bookings do not recover the cost of provision. It is proposed to carry out a review of the sports booking service provision in the future to investigate options to increase the proportion of costs met by the service user.

Increased hourly rental charges of Preston Park cycle track was approved at Economic Development & Culture Committee in September 2015 to ensure that maintenance costs are recovered.

- 3.7 Flyering Licenses
Flyering licences fees are set at a rate that is reasonably considered to allow appropriate regulation and minimisation of flyering activity, and also to partly recover the cost of work required to clear litter generated from flyering activity. It is proposed to increase the charges for flyering licenses by the standard inflation rate. A schedule of fees and charges is included at Appendix 1.
- 3.8 Commercial Waste Collection Service
A report to Policy and Resources Committee in July 2015 approved the introduction of a chargeable commercial waste collection service. A rate of £2.25 per bag was introduced with the option to adjust the set price by up to 20% to allow for competitive advantage for large contracts. It is proposed to maintain the current charges as the scheme has only recently been introduced.

3.9 Green Waste Collection

A report to Environment, Transport and Sustainability Committee in October 2015 approved a trial for a chargeable garden waste collection service. It was agreed to introduce a trial annual charge of £52 per household from the 2016-17 financial year. This charge will be reviewed as part of the trial and any proposed amendments will be reported to this Committee in the future.

3.10 Preston Park and East Brighton Park Parking

Car parking charges at Preston Park and East Brighton Park were introduced to manage the level of parking activity. Any surplus generated from parking income is ring fenced to fund improvement works at the parks. It is proposed to maintain the fees at current levels.

Planning and Building Control

3.11 Building Control

Building Control charges seek to achieve full cost recovery of carrying out the building regulations chargeable services as specified in the Building (Local Authority Charges) Regulation 2010. It is proposed to increase charges by the corporate inflation rate in order to ensure that cost recovery continues to be maintained. A schedule of Building Control charges is available on the council website.

3.12 Development Control

Development Control fees and charges are set by central government. Fees were last increased in November 2012 by 15% and any changes to charges will be subject to central government announcements.

The Development Control service is planning to introduce charges for its pre-planning application service and Planning Performance Agreements to recover the costs of providing these services. Approval was granted at October P&R for delegated authority to negotiate bespoke one-off Planning Performance Agreements (PPAs) for all major schemes and to develop a framework for pre-planning application charges. A separate report will be presented to Policy and Resources Committee for agreement to implement pre-planning application charges.

Regulatory Services

3.13 Environmental Health

A schedule of fees and charges is included at Appendix 2. The majority of fees and charges will increase in line with the corporate rate of inflation with the following exceptions.

- The Pest Control service intends to introduce several new charges, as detailed in the appendix. It is also proposed to increase several of the current charges across Animal Welfare and Pest Control by significantly more than the corporate rate of inflation to more accurately reflect the costs of providing these services. All of the proposed charges are in line with corporate fees and charges policy and have been set at a rate that is reasonably expected to recover costs. Charges have also been benchmarked against public and private sector companies and set at a

rate that is reasonably expected to optimise total income and help support the 4 year business plan to make the service more financially viable.

3.14 Trading Standards

It is proposed to increase the non-statutory fees and charges in line with the corporate rate of inflation. A schedule of fees and charges is included at Appendix 2.

Transport

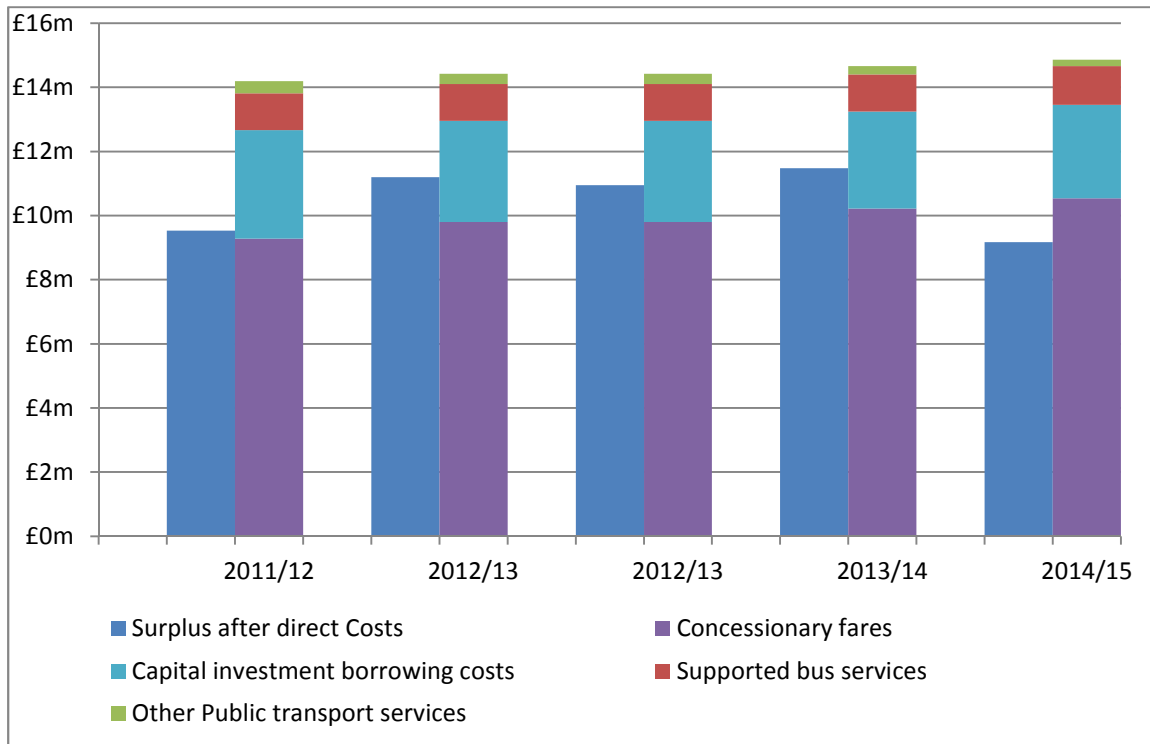
3.15 Highways

A schedule of fees and charges is included at Appendix 3. The majority of fees and charges will increase in line with the corporate rate of inflation with the following exceptions.

- It is proposed to increase the charges relating to vehicle crossover inspections above the rate of standard inflation. These new charges have been calculated to recover the costs to the council of administration and inspection, and are considered to be comparable with other nearest neighbour authorities and industry standard charges. The increase in charges will support updating existing crossover policy and improving guidance to residents, particularly at the early stage of the application process.
- Parking Infrastructure lines & signs will remain at current prices as there has been no increase in cost to the team for these services.

3.16 On-Street Parking

Decriminalised Parking Enforcement (DPE) of on street parking was introduced in July 2001 with the aim of reducing congestion and improving traffic management. Any surplus arising from on street parking is used to defray qualifying expenditure as governed by section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by section 95 of the Traffic Management Act 2004. The surplus generated from charges after direct costs is used to support the Council's Traffic Management objectives, including contributing towards the funding of bus subsidies, concessionary bus fares and Local Transport Plan costs. The graph below shows the level of surplus generated after direct costs from on-street parking compared to the cost of qualifying expenditure for the 2011-12 to 2014-15 financial years.



Improving air quality is a key traffic management objective in Brighton & Hove. Nationally, poor air quality reduced average life expectancy in the UK by over 6 months and is responsible for approximately 50,000 premature deaths annually. In some parts of Brighton & Hove, levels of nitrogen oxides are double European and English legal limits. As part of a range of measures to improve air quality, such as the introduction of a Low Emission Zone, parking charges can help to encourage less polluting travel options and reduce emissions. In Brighton and Hove, the Joint Strategic Needs Assessment includes local figures for the impact of local air quality on health.

In addition, congestion in the central area can affect the reliability of journey times and long term parking can reduce accessibility and the turnover of spaces. Parking charges can help to encourage alternative transport choices and higher turnover of spaces. Better accessibility through a high turnover of vehicles being parked helps to support local businesses.

Penalty Charge Notices (PCNs) are set by central government and cannot be changed independently.

The proposed 2016/17 fees follow a review of parking demand in the city and the traffic management objectives set out in the councils Local Transport Plan, therefore changes to the tariffs will not reflect the assumed 2% standard budgetary inflation value. A schedule of fees and charges is included at Appendix 4:

- a) It is proposed to increase fees in the 'high demand zone' at rates between 0.0% to 15.4% at an average of 4.0%. Demand is expected to continue to increase in the future; therefore increased fees are proposed to meet the Council's Traffic Management Objectives, including encouraging

alternative forms of sustainable transport and managing supply and demand for parking spaces.

- b) It is proposed to increase all £3.20 4 hour tariff bands in low zone areas to £4.00. The outer tariffs have remained unchanged for the past five years. Increasing the 4 hour band tariff would encourage faster turnover of spaces.
- c) It is proposed to increase the 1 hour and 2 hour tariffs in Zone M Brunswick area. This zone is in the low tariff area of £1 per hour but has had high demand for spaces for many years. The area has the longest waiting list (229 applicants) for resident permits at 5 months. Complaints have also been received from resident permit holders saying they have difficulties finding a parking space in the area. These pressures are likely to increase with the opening of the i360 further increasing demand. The area has over 1,100 shared use bays and increasing the cost of non-permit parking should make it easier for residents to find a parking space.
- d) It is proposed to increase fees for parking permits at an average of 9.2%. Demand for most permit types has increased resulting in rising waiting lists for the first time in many years. Increases are proposed to manage demand within the city. Discounts of 50% have been maintained for low emission vehicles which are increasingly popular. Full details of proposed increases are shown in Appendix 4.
- e) The proposed permit changes include an increased charge for Professional Carers permits of 100% from £25.00 to £50.00. This change includes a corresponding increase in the period of parking time allowed from one hour to two hours. This was agreed following a report to this Committee in November 2015. It has been highlighted by employers that the current permit creates difficulties as carers can only park for one hour and appointments may take longer. It was therefore agreed to respond to these concerns from employers, who would need to pay for the increased fee.

3.17 Off-Street Parking

As with on-street parking charges, the proposed fees are considered to be at a level which reflects the Council's traffic management objectives, particularly to reduce congestion the city centre and promote alternative forms of transport. A schedule of fees and charges are included at Appendix 4:

- It is proposed to maintain fees at The Lanes car park with the exception of the week-day 2 hour rate where an increase of 20% of £5 to £6 is proposed. The increase of the week-day 2 hour tariff is proposed to moderate demand in this band.
- It is proposed to increase three rates at Regency Square car park between 9.1% and 14.3%. All other bands will remain unchanged. These changes take into account the expected increase in demand in these bands when the i360 opens.
- It is proposed to increase fees at Trafalgar Street car park at rates between 0.0% and 14.3% This is to reflect current demand in the car park.

- It is proposed to reduce fees at Oxford Court car park by between 1.1% and 28.6%
- It is proposed to increase two long term parking rates at Norton Road car park by 8.7% and 15.4%
- Other smaller car parks are due to increase by varying amounts of up to 25%
- All car park season ticket prices are to remain unchanged

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The proposed fees and charges in this report have been prepared in accordance with the council's fees and charges policy and form part of the proposed budget strategy. They take account of the requirement to increase by the corporate inflation rate of 2.0% (unless otherwise stated) and consideration has been given to other factors such as statutory requirement, cost recovery and prices charged by competitor / comparator organisations.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Where Traffic Regulation Orders are required for proposed fee changes, objections received will be reported to this Committee at a future date.

6. CONCLUSION

- 6.1 Fees and charges are considered important to enable important services to be sustained and provided. A wide range of services are funded or part funded by fees and charges including those detailed in the report. The overall budget strategy aims to ensure that fees and charges are maintained or increased as a proportion of gross expenditure through identifying income generating opportunities, ensuring that charges for discretionary services and trading accounts cover costs, and ensuring that fees and charges keep pace with price inflation and/or competitor and comparator rates.
- 6.2 Fees and charges budgets for 2016/17 are assumed to increase by a standard inflation rate of 2.0% with the exception of those listed within this report. The Council's Corporate Fees and Charges Policy requires that all fees and charges are reviewed at least annually and should normally be increased by either; the standard rate of inflation, statutory increase or increases in the costs of providing services.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The fees and charges have been reviewed in line with the corporate fees and charges policy and with budget assumptions approved by Policy and Resources Committee. The expected 2016/17 budgets for fees and charges for the service areas covered by this report are set out below.

Fees and Charges Budget by Service Area	£'000
City Infrastructure	
Allotments	107
City Parks	43
Sports Bookings	219
Leafleting Licences	28
Preston Park Parking	30
Planning & Building Control	
Building Control	836
Development Control	1,288
Regulatory Services	
Environmental Health	90
Trading Standards	17
Transport	
Highways	560
On-Street Parking	16,160
Off-Street Parking	6,194

- 7.2 There will be costs associated to advertising Traffic Regulation Orders (TROs) for changes to charges within the Transport service which will be met from existing revenue budgets.

Finance Officer Consulted: Steven Bedford

Date: 04/12/15

Legal Implications:

- 7.3 The council needs to establish for each of the charges imposed both the power to levy charges of that type and, where applicable, the power to set the charge at a particular level. In some cases the amount of the charges is set by Government. In other cases where a figure is not prescribed, the amount that can be charged may be restricted to costs recovery. For discretionary charges such as commercial waste collection, charges can be set at a commercial rate determined by the Council. Special provisions apply in the case of parking charges which are set out below. In all cases, the council must act reasonably and ensure that any statutory formalities which govern the particular charge are complied with.
- 7.4 The Council is entitled to set parking charges at levels that will enable it to meet its traffic management objectives for example, by managing supply and demand for parking. Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. The use of any surplus income from civil parking enforcement is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Equalities Implications:

- 7.5 Management of fees and charges is fundamental to achievement of Council priorities. The Councils fees and charges policy aims to increase the proportion of costs met by the service user. Charges, where not set externally, are raised by corporate inflation rates unless there are legitimate anti-poverty considerations.
- 7.6 The Corporate Fees and Charge policy states that fees and charges reviews should have an Equalities Impact Assessment where appropriate. Where significant amendments to fees and charges have been proposed, the need for an Equalities Impact Assessment has been assessed and carried out where appropriate as part of the budget setting process. A cumulative impact assessment on fees and charges is included within the budget setting process.

Sustainability Implications:

- 7.7 There are no direct sustainability implications arising from the recommendation this report.

Any Other Significant Implications:

- 7.8 There are no other significant implications arising from the recommendation in this report.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed City Clean and Parks Fees and Charges 2016-17
2. Proposed Regulatory Services Fees and Charges 2016-17
3. Proposed Highways Fees and Charges 2016-17
4. Proposed Parking Fees and Charges 2016-17

Documents in Members' Rooms

There are no documents in Member's Rooms.

Background Documents

There are no background documents.

CITY CLEAN AND PARKS PROPOSED FEES & CHARGES 2016-17			
	2015-16	2016-17	
	Actual Charge £	Actual Charge £	Change %
	Prices include VAT unless stated		
CITY PARKS			
Allotments Rents per square metre - 25% discount to allotment rent for senior citizens, full-time students, unemployed, disabled and community groups	0.2985	0.3045	2.0%
Allotments Waiting List Application	15.00	16.00	6.7%
Dedicated Benches	983.10	1,003.00	2.0%
Plaques for dedicated benches - includes engraving of 50 letters. Any additional engraving costs 85p+VAT per letter.	123.80	127.00	2.6%
New Tree Planting - dedicate a tree	301.20	308.00	2.3%
Copy of Tree preservation order (TPO)	31.40	33.00	5.1%
FLYERING LICENCES			
Standard Annual License - Can operate between 07:00 and 19:00	102.00	105.00	2.9%
Premium Annual License - Can operate 24 hours	153.00	157.00	2.6%
Standard 28 Day Licence - Can operate between 07:00 and 19:00	51.00	53.00	3.9%
Premium 28 Day Licence - Can operate 24 hours	77.00	79.00	2.6%
Standard Annual Renewal	72.00	74.00	2.8%
Premium Annual Renewal	153.00	157.00	2.6%
Fringe Badge	26.00	27.00	3.8%
Additional Badge (cost per badge)	26.00	27.00	3.8%
BASEBALL			
Per pitch (Adults & Juniors)	61.40	63.00	2.6%
BOWLS			
Per person per hour - Casual	3.00	3.10	3.3%
Concessionary per hour - Compass Card, Over 65s, unemployed (casual)	2.00	2.10	5.0%
Club session - Outside area club	4.30	4.40	2.3%
Club concessionary session - Compass Card, Over 65s, unemployed, outside area club	3.30	3.40	3.0%
Season ticket - adult attended green	90.70	92.60	2.1%
Season ticket - adult unattended green	79.00	80.60	2.0%
Season ticket - junior	56.60	57.80	2.1%
Hire of woods	3.00	3.10	3.3%
Pavilion - evening committee meetings	32.00	32.70	2.2%
CRICKET			
Adult per match (changing)	61.10	62.40	2.1%
Adult (wicket only)	52.30	53.40	2.1%
Junior (changing)	33.10	33.80	2.1%
Changing facilities	32.00	32.70	2.2%
Junior (wicket only)	27.80	28.40	2.2%
Changing facilities	32.00	32.70	2.2%
Training strip - Aldrington	16.60	17.00	2.4%
Net hire per session (+£20 deposit)	25.10	25.70	2.4%
Nets block booking (charge/occasion) we erect nets [VAT exempt]	15.00	15.30	2.0%
Nets block booking (charge/occasion) they erect nets [VAT exempt]	10.20	10.50	2.9%
STALLBALL, SOFTBALL & ROUNDERS			
First match booked	25.20	25.80	2.4%
Subsequent matches	15.40	15.80	2.6%
NETBALL			
Per match (no changing)	20.30	20.80	2.5%
block booking charge per occasion	12.10	12.40	2.5%
CYCLING			
Preston Park Cycle Track per hour - Individual	4.50	N/A	N/A
Preston Park Cycle Track per hour - Club Events	new	30.00	N/A
Preston Park Cycle Track per hour - Commercial Events	new	50.00	N/A
Club season (once a week 2.5hrs for 3 months) [VAT exempt]	162.40	165.70	2.0%
TENNIS			
Adult court per hour	7.70	7.90	2.6%
Junior court per hour (under 18's)	4.00	4.10	2.5%
Concessionary court per hour Compass Card, Over 65s, unemployed	7.20	7.40	2.8%
Junior court per hour weekday before 5 (including summer holidays)	2.00	2.10	5.0%
Concessionary court per hour weekday before 5 (including summer holidays)	3.50	3.60	2.9%
Season ticket	91.20	93.10	2.1%
Junior season ticket	13.90	14.20	2.2%
Club season ticket	31.00	31.70	2.3%

CITY CLEAN AND PARKS PROPOSED FEES & CHARGES 2016-17			
	2015-16	2016-17	
	Actual Charge	Actual Charge	Change
	£	£	%
	Prices include VAT unless stated		
FOOTBALL			
Adult (pitch only)	53.90	55.00	2.0%
Changing facilities	32.00	32.70	2.2%
Junior (pitch only)	15.40	15.80	2.6%
Changing facilities	32.00	32.70	2.2%
Junior training, no requirements	14.40	14.70	2.1%
Full day Junior training with toilets	29.70	30.30	2.0%
5/7-a-side @Preston/Waterhall (per pitch)	43.50	44.40	2.1%
ASTROTURF			
Adults full size (lit)	49.00	50.00	2.0%
Adults full size (unlit)	33.60	34.30	2.1%
Adults 5-a-side (lit)	32.70	33.40	2.1%
Adults 5-a-side (unlit)	23.40	23.90	2.1%
Adults mini (lit)	17.10	17.50	2.3%
Adults mini (unlit)	12.10	12.40	2.5%
Juniors full size (lit)	29.90	30.50	2.0%
Juniors full size (unlit)	20.70	21.20	2.4%
Juniors 5-a-side (lit)	22.00	22.50	2.3%
Juniors 5-a-side (unlit)	15.70	16.10	2.5%
Juniors mini (lit)	15.00	15.30	2.0%
Juniors mini (unlit)	10.70	11.00	2.8%
PAVILIONS			
Pavilion -Casual per day	106.70	108.90	2.1%
Play group Mile Oak per half day [always VAT exempt]	14.40	14.70	2.1%
Table Tennis Mile Oak per evening [VAT exempt]	24.00	24.50	2.1%
Dolphin Playgroup per day [always VAT exempt]	47.80	48.80	2.1%
Table Tennis Hollingbury/Preston Park per evening [VAT exempt]	22.50	23.00	2.2%
RENTS			
Waterhall [Brighton Rugby Club VAT exempt]	3,894.60	3,972.50	2.0%
Patcham Utd (Horsdean pitch + pavilion season)	1,862.00	1,899.30	2.0%
Queens Park tennis club (Clubhouse + Courts)	9,207.40	9,391.60	2.0%
Brighton & Hove Cricket Club - Pitch	718.50	732.90	2.0%
Brighton & Hove Cricket Club - Clubroom	718.50	732.90	2.0%
Rottingdean croquet club	1,088.50	1,110.30	2.0%
MISCELLANEOUS			
Hot Air Ballooning (flat year rate)	294.70	300.60	2.0%
Cross Country (flat rate, no facilities)	33.30	34.00	2.1%
School Sports (Initial 8x100m) [VAT exempt]	68.50	69.90	2.0%
School Sports (overmarking) [VAT exempt]	25.40	26.00	2.4%
CITY CLEAN			
Annual Green Waste Collection	NEW	52.00	NEW
Commerical Waste Collection - Standard Price per bad	2.25	2.30	2.2%

Proposed Regulatory Services Fees and Charges 2016-17

	2015-16	2016-17	
	Actual Charge £	Proposed Charge £	Change %
TRADING STANDARDS			
Buy with Confidence (1-5 Employees)	130.00	133.00	2.3%
Buy with Confidence (6-20 Employees)	196.00	200.00	2.0%
Buy with Confidence (over 21 Employees)	262.00	268.00	2.3%
Licence to store explosives where, by virtue of regulation 27 of, and Schedule 5 to, the 2014 Regulations, a minimum separation distance of greater than 0 metres is prescribed:			
1 Year	178.00	178.00	0.0%
2 Years	234.00	234.00	0.0%
3 Years	292.00	292.00	0.0%
4 Years	360.00	360.00	0.0%
5 Years	407.00	407.00	0.0%
Renewal of licence to store explosives where a minimum separation distance of greater than 0 metres is prescribed:			
1 Year	83.00	83.00	0.0%
2 Years	141.00	141.00	0.0%
3 Years	198.00	198.00	0.0%
4 Years	256.00	256.00	0.0%
5 Years	313.00	313.00	0.0%
Licence to store explosives where no minimum separation distance or a 0 metres separation distance is prescribed			
1 Year	105.00	105.00	0.0%
2 Years	136.00	136.00	0.0%
3 Years	166.00	166.00	0.0%
4 Years	198.00	198.00	0.0%
5 Years	229.00	229.00	0.0%
Renewal of licence to store explosives where no minimum separation distance or a 0 metres minimum separation distance is prescribed			
1 Year	52.00	52.00	0.0%
2 Years	83.00	83.00	0.0%
3 Years	115.00	115.00	0.0%
4 Years	146.00	146.00	0.0%
5 Years	178.00	178.00	0.0%
Varying the name of licensee or address of site	35.00	35.00	0.0%
Transfer of licence	35.00	35.00	0.0%
Replacement of licence if lost	35.00	35.00	0.0%
Weights and Measures verification fees officer time per hour	73.00	75.00	2.7%
Weights and Measures verification fees NAWI under 1 tonne	58.00	60.00	3.4%
Weights and Measures verification fees weights over 5kg under 500mg	9.00	10.00	11.1%
Weights and Measures verification fees other weights	7.00	8.00	14.3%
Weights and Measures verification fees liquid fuel first nozzle	117.00	120.00	2.6%
Weights and Measures verifications fees liquid fuel additional nozzle	72.00	74.00	2.8%
LOCAL AUTHORITY POLLUTION PREVENTION AND CONTROL			
<u>Application Fee:</u>			
Standard process (includes solvent emission activities)		Set nationally by DEFRA	
Additional fee for operating without a permit		Set nationally by DEFRA	
PVRI, SWOBs and Dry Cleaners		Set nationally by DEFRA	
PVR I and II combined		Set nationally by DEFRA	
VRs and other Reduced Fee Activities		Set nationally by DEFRA	
Reduced fee activates: Additional fee for operating without a permit		Set nationally by DEFRA	
Mobile plant (not using simplified permits):			
for the first and second permits		Set nationally by DEFRA	
for the third to seventh applications		Set nationally by DEFRA	
for the eight and subsequent applications		Set nationally by DEFRA	
Note: where an application for any of the above is for combined Part B and waste application, add an extra £297 to the above amounts			
<u>Annual Subsistence Charge:</u>			
Standard process Low		Set nationally by DEFRA	
Standard process Medium		Set nationally by DEFRA	
Standard process High		Set nationally by DEFRA	
PVRI, SWOBs and Dry Cleaners Low/Medium/High		Set nationally by DEFRA	
PVR I & II combined Low/Medium/High		Set nationally by DEFRA	
Vechile refinishers and other reduced fees Low/Medium/High		Set nationally by DEFRA	
Mobile plant, for the first and second permits Low/Medium/High		Set nationally by DEFRA	
for the third to seventh applications Low/Medium/High		Set nationally by DEFRA	
eighth and subsequent permits Low/Medium/High		Set nationally by DEFRA	
Late Payment Fee		Set nationally by DEFRA	
the additional amounts in brackets above must be charged where a permit is for a combined Part B and waste installation		Set nationally by DEFRA	
Where a Part B installation is subject to reporting under the E-PRTR Regulation, add an extra £99 to the above amounts:		Set nationally by DEFRA	
<u>Pollution Release and Transfer Register</u>			
Appplication		Set nationally by DEFRA	
Additional fee for operating without a permit		Set nationally by DEFRA	
Annual Subsistence Low		Set nationally by DEFRA	
Annual Subsistence Medium		Set nationally by DEFRA	

Proposed Regulatory Services Fees and Charges 2016-17

	2015-16	2016-17	
	Actual Charge £	Proposed Charge £	Change %
Annual Subsistence High		Set nationally by DEFRA	
Late Payment Fee		Set nationally by DEFRA	
Substantial Variation		Set nationally by DEFRA	
Transfer		Set nationally by DEFRA	
Partial transfer		Set nationally by DEFRA	
Surrender		Set nationally by DEFRA	
<u>Transfer and Surrender:</u>			
Standard process transfer		Set nationally by DEFRA	
Standard process partial transfer		Set nationally by DEFRA	
New Operator at low risk reduced fee activity (extra one-off subsistence charge - see Art 15 (2) of charging scheme)		Set nationally by DEFRA	
Surrender: all Part B activities		Set nationally by DEFRA	
Reduced fee activities: transfer		Set nationally by DEFRA	
Reduced fee activities: partial transfer		Set nationally by DEFRA	
<u>Temporary transfer for mobiles:</u>			
First transfer		Set nationally by DEFRA	
repeat following enforcement or warning		Set nationally by DEFRA	
<u>Substantial Change:</u>			
Standard process		Set nationally by DEFRA	
Standard process where the substantial change results in a new PPC activity		Set nationally by DEFRA	
Reduced fee activities		Set nationally by DEFRA	
OTHER FEES			
Language school inspection	81.00	83.00	2.5%
Information to solicitors	139.00	142.00	2.2%
FOOD PREMISES REGISTER			
Signal page copy	7.00	8.00	14.3%
Copy containing information regarding particular category (by hand)	85.00	87.00	2.4%
Copy containing information regarding particular category (by post)	141.00	144.00	2.1%
Full copy of register (by hand)	263.00	269.00	2.3%
Full copy of register (by post)	280.00	286.00	2.1%
ANIMAL WELFARE			
Collection of reclaimed dogs:			
Statutory charge*	25.00	25.00	0.0%
dog warden charges (includes VAT)	25.00	26.00	4.0%
kennelling per day (includes VAT)	25.00	26.00	4.0%
administration charge (includes VAT)	14.00	15.00	7.1%
Vaccination (includes VAT)	23.00	24.00	4.3%
Dog Control Fixed penalty*	80.00	80.00	0.0%
Noise Pollution - Domestic - Fixed Penalty*	100.00	100.00	0.0%
Noise Pollution - Commercial - Fixed Penalty*	500.00	500.00	0.0%
Domestic Animal Boarding	189.00	250.00	32.3%
Commercial Animal Boarding		NEW	NEW
Dangerous Wild Animals	225.00	250.00	11.1%
Dog Breeding	204.00	500.00	145.1%
Export Licences	57.00	59.00	3.5%
Pet Shops	125.00	500.00	300.0%
Performing Animals	128.00	250.00	95.3%
Riding Establishments	296.00	500.00	68.9%
Zoo	4,993.00	5,093.00	2.0%
Zoo (with dispensation)	2,774.00	2,830.00	2.0%
HEALTH PROMOTION / EDUCATION			
Training Courses:			
Food Safety Level 2 (previously Basic Food Hygiene)	65.00	67.00	3.1%
Basic Health & Safety	50.00	51.00	2.0%
Assured Safe Catering	22.00	23.00	4.5%
Advanced Food Hygiene	608.00	621.00	2.1%
Intermediate Food Hygiene	131.00	134.00	2.3%
Food Safety Level 2 retake of exam	22.00	23.00	4.5%
Level 1 course for 10 people	P.O.A.	P.O.A.	N/A
Level 1 course for 15 people	P.O.A.	P.O.A.	N/A
ENVIRONMENTAL HEALTH			
Contaminated Land Environmental Information Regulations Request (per hour)	25.00	25.00	0.0%
WID DEFAULT CHARGES			
Environmental Health Manager	86.00	88.00	2.3%
Senior EHO per hour	79.00	81.00	2.5%
EHO/Senior Technical Officer	71.00	73.00	2.8%
Technical Officer per hour	66.00	68.00	3.0%
Admin staff per hour	38.00	39.00	2.6%
PEST CONTROL			
Call out charge for pest control	27.00	40.00	48.1%
Wildlife Advice Service	27.00	40.00	48.1%
Pest Control Self Help Kits (including postage and packaging)	18.50	19.00	2.7%
Pest Control Self Help Kits (including postage and packaging) including natural chemical	19.50	20.00	2.6%
Air Vent Fitting Service - small (10in x 4in)	21.00	22.00	4.8%
Air Vent Fitting Service - medium (10in x 7in)	23.00	24.00	4.3%
Air Vent Fitting Service - small and medium extra	11.00	12.00	9.1%
Air Vent Fitting Service - large (10in x 9in)	26.00	27.00	3.8%

Proposed Regulatory Services Fees and Charges 2016-17

	2015-16	2016-17	
	Actual Charge £	Proposed Charge £	Change %
Air Vent Fitting Service - large extra	12.00	13.00	8.3%
Rats and Mice - Residential (up to 5 visits)	75.00	77.00	2.7%
Rats and Mice (additional visit)	NEW	25.00	NEW
Wasps - Residential	57.00	59.00	3.5%
Fleas (1-2 Bedroom property) - residential	69.00	71.00	2.9%
Fleas (3-4 Bedroom property) - residential	90.00	92.00	2.2%
Fleas (5+ Bedroom property) - residential	124.00	127.00	2.4%
Cockroaches (1-2 Bedroom property) - residential	170.00	174.00	2.4%
Cockroaches (3-4 Bedroom property) - residential	226.00	231.00	2.2%
Cockroaches (5+ Bedroom property) - residential	284.00	290.00	2.1%
Commercial per visit rate	53.00	65.00	22.6%
Squirrels in loft service	NEW	150.00	NEW
Carpet moth treatment (1-2 Bedroom property) - residential	NEW	71.00	NEW
Carpet moth treatment (3-4 Bedroom property) - residential	NEW	92.00	NEW
Carpet moth treatment (5+ Bedroom property) - residential	NEW	127.00	NEW
Mice humane trapping service	NEW	260.00	NEW
Wasp catchers (includes 1 visit each month for 3 months)	NEW	100.00	NEW
Fox repellent service	NEW	36.00	NEW

Proposed Highways Fees and Charges 2016-17

	2015-16	2016-17	
	Actual Charge £	Proposed Charge £	Change %
HIGHWAYS			
Vehicle Crossover Inspection - First inspection	13.00	72.50	457.7%
Vehicle Crossover Inspection - Proceeding to works	86.00	95.00	10.5%
Private Road Opening Licences - New	336.00	343.00	2.1%
Private Road Opening Licences - Existing	218.00	222.00	1.8%
S50 Road Opening Charge – Existing Plant/Road	330.00	337.00	2.1%
S50 Road Opening Charge – new plant/road	437.00	446.00	2.1%
Works on the Highway (installation of ramps etc)	112.00	114.00	1.8%
Temporary Traffic Lights (application and approval of changes to traffic light junctions)	112.00	114.00	1.8%
Oversailing (Permission to move materials/build temporary structures over the public highway)	112.00	114.00	1.8%
Officer time (When needed on site checking traffic management or traffic signals)	45.00	46.00	2.2%
ADDITIONAL SEARCH ENQUIRIES			
Solicitors and other agency queries per question	38.00	39.00	2.6%
TRAFFIC REGULATION ORDERS - PLANNED (TEMP OR PERMANENT)			
Administration & advertising costs	1,706.00	1,740.00	2.0%
TRAFFIC REGULATION ORDERS - NOTICES (TEMP - EMERGENCY)			
Administration fee & officer time	320.00	326.00	1.9%
SCAFFOLD LICENCE			
Initial 6 weeks	61.00	63.00	3.3%
Renewal subsequent 8 weeks	61.00	63.00	3.3%
Initial 6 weeks for 12m. length along the Public Highway	179.00	183.00	2.2%
Renewal subsequent 8 weeks for 12m. length along Public Highway	179.00	183.00	2.2%
SKIP LICENCE			
Returnable Deposit	61.00	63.00	3.3%
Deposit Processing Fees	17.00	18.00	5.9%
1 day Licence Standard Skip	7.00	8.00	14.3%
7 day Licence Standard skip	24.00	25.00	4.2%
28 day Licence Standard Skip	46.00	47.00	2.2%
1 day Licence Large Skip	24.00	25.00	4.2%
7 day Licence Large Skip	46.00	47.00	2.2%
28 day Licence Large Skip	92.00	94.00	2.2%
HOARDING			
Area of Hoarding per sq metre initial 6 week application	21.00	22.00	4.8%
Area of Hoarding per sq metre renewal 8 week application	21.00	22.00	4.8%
BUILDING MATERIALS			
Per week	26.00	27.00	3.8%
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal, decontamination units. Per square metre	21.00	22.00	4.8%
OBJECTS ON THE HIGHWAY			
TABLES AND CHAIRS, SHOP DISPLAY ETC			
Initial application less than 5 square metres	163.00	167.00	2.5%
Initial application 5 square metres or greater	332.00	339.00	2.1%
Annual renewal fee per square metre	22.00	23.00	4.5%
A-BOARD LICENCE			
New application first year	102.00	105.00	2.9%
Annual renewal fee	71.00	73.00	2.8%
OTHER FEES			
Highway Licence detail changes	26.00	27.00	3.8%
One off promotions per square metre	26.00	27.00	3.8%
SIGNS			
Brown Tourist signs	174.00	177.00	1.7%
Neighbourhood watch signs	36.00	37.00	2.8%
LINING			
Access Protection White Lines (per metre)	10.00	11.00	10.0%
Replacing lining after crossover work (per metre)	10.00	11.00	10.0%
TRO FOR NEW PARKING RESTRICTIONS O/S PARKING SCHEMES			
Administration, advertising costs, officer site visits, signing and lining costs	2,000.00	2,000.00	0.0%
DISABLED BAYS			
Application fee	10.00	11.00	10.0%
Individual disabled bay	100.00	102.00	2.0%
CULTIVATION LICENCE			
Licence for individuals who wish to cultivate a highway verge or other highway green space adjacent to their property.	32.00	33.00	3.1%

PARKING FEES TARRIFS

	2015-16	2016-17	
	Current Charge	Proposed Charge	Change
	£	£	%
Car parks			
The Lanes			
1 hour	2.00	2.00	0.0%
2 hours	5.00	6.00	20.0%
4 hours	13.00	13.00	0.0%
9 hours	20.00	20.00	0.0%
24 hours / Lost ticket	23.00	23.00	0.0%
Weekend - 1 hour	4.00	4.00	0.0%
Weekend - 2 hours	8.00	8.00	0.0%
Weekend - 4 hours	15.00	15.00	0.0%
Weekend - 9 hours	20.00	20.00	0.0%
Weekend - 24 hours / Lost ticket	25.00	25.00	0.0%
Evenings 18.00 – 24.00	4.50	4.50	0.0%
Night 24.00 – 11.00	5.00	5.00	0.0%
Annual season ticket	2,500.00	2,500.00	0.0%
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	1,500.00	1,500.00	0.0%
London Road			
1 hour	1.00	1.00	0.0%
2 hours	3.00	3.00	0.0%
4 hours	5.00	5.00	0.0%
9 hours	8.00	8.00	0.0%
24 hours / Lost ticket	15.00	15.00	0.0%
Saturday - 1 hour	2.00	2.00	0.0%
Saturday - 2 hours	4.00	4.00	0.0%
Saturday - 4 hours	6.00	6.00	0.0%
Saturday - 9 hours	8.00	8.00	0.0%
Saturday - 24 hours / Lost ticket	17.50	17.50	0.0%
Evenings 1800 - 2400	4.50	4.50	0.0%
Night 24.00 – 11.00	5.00	5.00	0.0%
Annual season ticket	1,040.00	1,040.00	0.0%
Annual season ticket - reduced rate	780.00	780.00	0.0%
Weekly	53.60	55.00	2.6%
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	416.00	416.00	0.0%
Regency Square			
1 hour	2.00	2.00	0.0%
2 hours	4.00	4.00	0.0%
4 hours	7.00	8.00	14.3%
9 hours	11.00	12.00	9.1%
24 hours / Lost ticket	16.00	18.00	12.5%
Evenings 1800 - 2400	4.50	4.50	0.0%
Night 24.00 – 11.00	5.00	5.00	0.0%
Quarterly season ticket	300.00	300.00	0.0%

<i>Annual season ticket</i>	1,000.00	1,000.00	0.0%
<i>Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)</i>	750.00	750.00	0.0%
<i>Weekly season ticket</i>	60.00	60.00	0.0%
<i>Commercial season ticket annual</i>	1,200.00	1,200.00	0.0%
Trafalgar Street			
<i>1 hour</i>	2.00	2.00	0.0%
<i>2 hours</i>	4.00	4.00	0.0%
<i>4 hours</i>	7.00	8.00	14.3%
<i>6 hours</i>	9.00	9.00	0.0%
<i>9 hours</i>	11.00	12.00	9.1%
<i>24 hours / Lost ticket</i>	16.00	16.00	0.0%
<i>Weekend - 1 hour</i>	2.50	2.50	0.0%
<i>Weekend - 2 hours</i>	4.50	4.50	0.0%
<i>Weekend - 4 hours</i>	7.50	8.00	6.7%
<i>Weekend - 6 hours</i>	9.50	9.50	0.0%
<i>Weekend - 9 hours</i>	12.00	12.00	0.0%
<i>Weekend - 24 hours / Lost ticket</i>	17.50	17.50	0.0%
<i>Evenings 1800 - 2400</i>	4.50	4.50	0.0%
<i>Night 24.00 – 11.00</i>	5.50	5.50	0.0%
<i>Quarterly season ticket</i>	400.00	400.00	0.0%
<i>Annual season ticket</i>	1,200.00	1,200.00	0.0%
<i>Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)</i>	750.00	750.00	0.0%
High Street			
<i>2 hours</i>	4.20	4.20	0.0%
<i>4 hours</i>	8.40	8.40	0.0%
<i>9 hours</i>	11.00	11.00	0.0%
<i>24 hours</i>	18.20	18.20	0.0%
<i>Quarterly season ticket</i>	780.00	780.00	0.0%
<i>Annual season ticket</i>	2,080.00	2080.00	0.0%
Oxford Court			
<i>2 hours</i>	4.20	3.00	-28.6%
<i>4 hours</i>	8.40	8.00	-4.8%
<i>9 hours</i>	11.00	10.00	-9.1%
<i>24 hours</i>	18.20	18.00	-1.1%
<i>Quarterly season ticket</i>	780.00	780.00	0.0%
Norton Road			
<i>1 hour</i>	1.00	1.00	0.0%
<i>2 hours</i>	2.00	2.00	0.0%
<i>4 hours</i>	3.20	3.20	0.0%
<i>5 hours</i>	4.20	4.20	0.0%
<i>9 hours</i>	4.60	5.00	8.7%
<i>12 hours</i>	5.20	6.00	15.4%
<i>Annual Season Ticket</i>	780.00	780.00	0.0%
King Alfred			
<i>1 hour</i>	1.60	1.60	0.0%
<i>2 hours</i>	2.00	2.00	0.0%
<i>3 hours</i>	2.60	3.00	15.4%
<i>4 hours</i>	3.20	4.00	25.0%

Rottingdean West Street			
1 hour	1.00	1.00	0.0%
2 hours	1.60	2.00	25.0%
3 hours	2.60	3.00	15.4%
Rottingdean Marine Cliffs			
1 hour	1.00	1.00	0.0%
2 hours	1.60	2.00	25.0%
11 hours	2.60	3.00	15.4%
Quarterly season ticket	52.00	52.00	0.0%
Haddington Street			
1 hour	1.60	1.60	0.0%
2 hours	2.00	2.00	0.0%
3 hours	2.60	3.00	15.4%
Black Rock			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
3 hours	3.20	4.00	25.0%
4 hours	4.20	5.00	19.0%
9 hours	5.20	6.00	15.4%
Madeira Drive Coach Park			
4 hours	8.40	9.00	7.1%
8 hours	15.60	16.00	2.6%
On-street (Pay & Display)			
HIGH ZONE			
Zone Y - Central Brighton North			
1 hour	3.60	3.60	0.0%
2 hours	6.20	6.20	0.0%
4 hours	10.40	10.40	0.0%
Zone Z - Central Brighton South			
1 hour	3.60	3.60	0.0%
2 hours	6.20	6.20	0.0%
4 hours	10.40	10.40	0.0%
Seafront Inner - Madeira Drive (1 Mar - 31 Oct) [West of Madeira Lift]			
1 hour	3.20	3.20	0.0%
2 hours	5.20	6.00	15.4%
4 hours	10.40	11.00	5.8%
11 hours	15.60	16.00	2.6%
Seafront Inner - Marine Parade [West of Burlington Street]			
1 hour	3.20	3.20	0.0%
2 hours	5.20	6.00	15.4%
4 hours	10.40	11.00	5.8%
11 hours	15.60	16.00	2.6%
Seafront Inner - King's Road			
1 hour	3.20	3.20	0.0%
2 hours	5.20	6.00	15.4%
4 hours	10.40	11.00	5.8%
11 hours	15.60	16.00	2.6%
MEDIUM ZONE			

Seafront Inner - Kingsway [East of Fourth Avenue]			
1 hour	2.00	2.00	0.0%
2 hours	4.20	4.20	0.0%
4 hours	6.20	6.20	0.0%
11 hours	10.40	10.40	0.0%
Zone Y - Central Brighton North [Cheapside & The Level]			
1 hour	2.00	2.00	0.0%
2 hours	4.20	4.20	0.0%
4 hours	6.20	6.20	0.0%
Seafront Inner - New Steine			
1 hour	2.00	2.00	0.0%
2 hours	4.20	4.20	0.0%
4 hours	6.20	6.20	0.0%
11 hours	10.40	10.40	0.0%
LOW ZONE			
Seafront Outer - Kingsway [West of Hove Street]			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Seafront Outer - Madeira Drive [East of Madeira Lift]			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	4.20	4.20	0.0%
11 hours	7.20	7.20	0.0%
Seafront Inner - Madeira Drive (1 Nov - 28/29 Feb) [West of Madeira Lift]			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	4.20	4.20	0.0%
11 hours	7.20	7.20	0.0%
Rottingdean High Street			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
Zone A - Preston Park Station			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone C - Queen's Park			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone E - Preston Park Station North			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%

11 hours	5.20	5.20	0.0%
Zone H - Kemp Town			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone J - London Road Station			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone M - Brunswick			
1 hour	1.00	2.00	100.0%
2 hours	2.00	3.00	50.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone N - Central Hove			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone O - Goldsmid			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone Q - Prestonville			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone R - Westbourne			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Zone T - Hove Station Area			
1 hour	1.00	1.00	0.0%
2 hours	2.00	2.00	0.0%
4 hours	3.20	4.00	25.0%
11 hours	5.20	5.20	0.0%
Permits			
Residents permits			
1 year (full scheme)	125.00	130.00	4.0%
3 months (full scheme)	41.50	45.00	8.4%
1 year (light touch)	95.00	100.00	5.3%
6 months (light touch)	57.00	60.00	5.3%
1 year (full scheme) - low emission	62.50	65.00	4.0%

3 months (full scheme) - low emission	20.75	22.00	6.0%
1 year (light touch) - low emission	47.50	50.00	5.3%
6 months (light touch) - low emission	28.50	30.00	5.3%
Blue Badge resident permit	10.00	15.00	50.0%
Blue Badge resident permit (low emission)	10.00	10.00	0.0%
Visitors Permits			
Full scheme - per permit	2.80	3.00	7.1%
Light touch – per permit	1.60	2.00	25.0%
Hotel Permits			
Area C (24 hours)	7.80	8.00	2.6%
Area N (1 day)	3.20	3.50	9.4%
Traders Permits			
One year	624.00	650.00	4.2%
3 months	166.40	170.00	2.2%
One year - low emission	312.00	315.00	1.0%
3 months - low emission	83.20	85.00	2.2%
Business Permits			
One year	312.00	320.00	2.6%
3 months	88.40	90.00	1.8%
One year - low emission	156.00	160.00	2.6%
3 months - low emission	44.20	45.00	1.8%
School Permits			
One year	125.00	130.00	4.0%
3 months	41.50	45.00	8.4%
Doctors Permits (per bay)	93.60	95.00	1.5%
Electric Vehicles Permit	26.00	26.00	0.0%
Carers Permits (not Professional)	0.00	10.00	new
Suspensions			
Suspensions (1st 8 weeks)	40.00	40.00	0.0%
Suspensions (Over 8 weeks)	20.00	20.00	0.0%
Blue Badge (3 years)	10.00	10.00	0.0%
Car Club (1 year)	20.80	25.00	20.2%
Waivers (1 day)	10.00	10.00	0.0%
Professional Carers (1 year)	25.00	50.00	100.0%
Dispensations (1 year)	31.20	35.00	12.2%

Subject:	Parking Scheme Proposals		
Date of Meeting:	19 January 2016		
Report of:	Acting Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	Email:	Charles.field@brighton-hove.gov.uk	
Ward(s) affected:	East Brighton, Hanover & Elm Grove, Hollingdean & Stanmer, Preston Park, Queens Park,		

GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to provide an update on the current situation for the parking scheme proposals in Hanover & Elm Grove including the Craven Vale area, the Fiveways area and Hollingbury Road / Ditchling Gardens and seek permission for the way forward.

2. RECOMMENDATIONS:

- 2.1 That the Committee:

- (a) Agrees that an initial consultation takes place in the Hanover & Elm Grove and Craven Vale areas (Appendix C) on the schemes outlined in para 5.1.
- (b) Agrees that a new resident parking scheme be considered within the Ditchling Gardens / Hollingbury Road area (Appendix A) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (c) That, in relation to the following orders for the Fiveways area, having taken account of all duly made representations and objections, the Committee:
 - i) Approves the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* as advertised but with the amendment referred to in paragraph 5.38 of this report;
 - ii) Approves the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* as advertised but with the amendments referred to in paragraph 5.38 of this report;
 - iii) Agrees that any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order which would be reported back to Committee if any objections were received following the introduction of the scheme.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 At the Environment, Transport & Sustainability Committee on 13th October 2015 the Parking Scheme priority timetable was agreed which would require officers commencing work immediately in the Hollingbury Road / Ditchling Gardens area (Appendix A) and the Hanover & Elm Grove / Craven Vale areas.
- 3.2 That Committee also agreed to a further report on the options to take forward on a consultation in the Hanover & Elm Grove / Craven Vale areas in 2016.
- 3.3 At the same Committee Members also approved that a new resident parking scheme be considered within the Fiveways area (Appendix B) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment. It was also agreed that limited waiting free parking bays would replace the exclusive pay & display bays in Preston Drive.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward.
- 4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

Hanover & Elm Grove / Craven Vale

- 5.1 Following approval to take a scheme forward it is proposed that an initial consultation takes place in the Hanover & Elm Grove and Craven Vale areas (Appendix C) as soon as possible. This would be a leaflet drop to every household which would outline the following 4 options;
 - SCHEME A - ALL DAY - Restricted parking 9am – 8pm
 - SCHEME B - TWO PERIODS IN THE DAY - for example. 10am-11am & 2pm-3pm
 - SCHEME C - THREE PERIODS DURING THE DAY for example, 10am-11am, 2pm-3pm, and 7pm-8pm
 - NO SCHEME
- 5.2 Residents will also be asked if they would like a scheme for seven days or Monday to Friday.
- 5.3 It is felt that schemes B & C could be taken forward even though this is a change of agreement from decisions made at previous Committees. This is on the basis that we can provide free limited waiting/parking outside shops and services as these are more residential areas, the schemes are self-funding and it will be made clear that enforcement beats would be reduced significantly if these options were taken forward. Further discussion will take place with the resident association / action group and internally on advisory self-enforcement which has been suggested by residents in previous meetings.

Hollingbury Road / Ditchling Gardens

- 5.4 On 13th October at the Environment, Transport and Sustainability Committee it was agreed to consult residents on a proposal for Ditchling Gardens to be taken out of Zone J and, along with Hollingbury Road and Ditchling Place, to create a new zone (likely to be Zone G). This is designed to prevent current parking issues in both roads and to help residents to park in the road where they live. The layout of existing bays in Ditchling Gardens will remain unchanged.
- 5.5 Letters about the proposed new zone, including a map and a prepaid envelope for reply were sent to 188 property addresses in Ditchling Gardens, Ditchling Place and Hollingbury Road. People were asked whether they wanted to join the residents' parking scheme (Zone G). An open comments box was given and name and address was asked for to eliminate multiple submissions from households or people. An Equalities Monitoring form was also enclosed.
- 5.6 63 responses were received which gives a response rate of 45%. There was one duplicate form which was removed. 74.4% of all respondents supported joining residents' parking Zone G.
- 5.7 100% of respondents (19) were in favour of the proposal in Ditchling Gardens while 66.7% of residents (44 out of 66) were in favour of the proposal in Hollingbury Road. The full results analysis of the consultation is outlined in Appendix D.
- 5.8 In terms of the comments received as outlined in the Consultation report (full details in Appendix D), the highest amount in the whole area was 13 who were in favour of the scheme followed by 11 comments from respondents who didn't want to pay as it was too expensive. A further 9 comments were concerned about the zone and felt it should be an extension to another zone.

The Fiveways area

- 5.9 The draft Traffic Regulation Order (TRO) was advertised on 6th November 2015 with the closing date for comments and objections on 27th November 2015. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.10 Notices with information about the proposal were erected within roads of the parking scheme for 6th November 2015. The notice was also published in the Brighton & Hove Independent newspaper on 6th November 2015. Detailed plans and the Traffic Regulation Order were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan detailing the proposals is shown in Appendix B.
- 5.11 The documents were also available to view and to respond to directly on the Council website.
- 5.12 There were 54 items of correspondence received on the proposals. 52 items were received from individuals and included support, objections and general

comments and 2 objections from organisations/businesses. The comments / objections are listed in Appendix E.

- 5.13 There were 7 items of correspondence in support of the proposals due to the parking problems in the area while a further 13 items were in support of the removal of the taxi rank in Hollingbury Terrace. 33 items of correspondence were objections to the proposals and 1 item was general comments.

Support

- 5.14 The 7 representations that supported the scheme contained 2 different types of reasons to support the resident parking proposals (some residents / businesses outlined more than one type of reason for their objection).
- 5.15 2 representations were in support as it would solve displacement parking issues while another 2 representations outlined that the scheme is needed.
- 5.16 Another 2 representations said that other roads should be included while the final 2 representations were in support but had particular queries/requests.
- 5.17 In regard to the support for the removal of the taxi rank there were 13 comments. From this 13 representations stated that the rank was not / or rarely used. A further 12 representations outlined that the rank would be better used for spaces for parking/loading as space was at a premium.
- 5.18 We also received representation from a Ward Councillor outlining her support for the representations from members of the public.

Objections

- 5.19 From the 33 objections this included 13 to the scheme being implemented, 4 objections to specific proposals, 9 objections to not being included within the scheme and 7 objections to the removal of the taxi rank in Hollingbury Terrace. (some residents / businesses outlined more than one type of reason for their objection).
- 5.20 In regard to 13 objections from people about the scheme being implemented there were a number of representations.
- 5.21 There were 8 representations received who were not content about the hours / days of the scheme or requested that a Light Touch parking scheme should be considered.
- 5.22 As outlined at the Environment, Transport & Sustainability Committee on 13th October the majority of respondents in the proposed area voted for Monday to Sunday 9am-8pm scheme.
- 5.23 There were 7 representations concerned that the proposals would affect local facilities and businesses due to the charges while another 4 representations received felt the scheme penalised residents by restricting visitors, carers, family and discriminates against those with no car or off-street parking.

- 5.24 It is the opinion of council officers that the parking needs and comments on the design have been considered. In some cases alterations have been made to bays in the area such as more free bays for visitors. As with all the parking schemes introduced into Brighton and Hove the objective is to find the right balance of residents, business and daily parking for a local area. The introduction of a scheme will require that all day parkers and visitors using parking places will pay for their use. The consultation on the parking scheme is reflecting the fact that too many vehicles are trying to use this area or may park in certain roads if a scheme is introduced in other roads and a system for managing this situation has been requested by local residents.
- 5.25 There were 6 representations received unhappy at the reduction of resident parking spaces available due to various reasons such as double yellow lines across driveways and at junctions/ reduce the amount of parking spaces available.
- 5.26 Double yellow line restrictions will apply across all vehicle accesses. Whilst this means that residents or their guests will not be able to park across a garage or drive access, it will ensure that these remain unblocked and enforceable by the Civil Enforcement Officers at all times. Double yellow lines are also placed on junctions for safety reasons. If the scheme is approved Council officers will review the dropped kerbs and if there is clear evidence that no off-street parking is occurring then we will investigate each individual issue.
- 5.27 3 representations outlined that this is a money making scheme for the Council.
- 5.28 When introducing new residents' parking schemes the Council must demonstrate that these would be self-financing. This is why charges have to be made for on-street parking through permits and pay & display. The Council do have to charge residents for permits for the schemes as the schemes have ongoing costs i.e. Civil Enforcement Officers, maintenance of signage and lining, etc. Any surplus from the revenue received from the proposed parking schemes goes back into transport and environmental improvements throughout the City.
- 5.29 Several residents in this area have been requesting parking controls to the Council and that is the why the Council agreed to include this area in the resident parking scheme priority timetable. Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 13th October 2015.
- 5.30 There were 2 representations received who felt that this scheme would just displace the parking problems
- 5.31 1 representation was regarding the consultation process and / or that the process has been undemocratic / inadequate.
- 5.32 The consultation process has been extensive and is clearly outlined in this report and the background papers outlined below. All households that would be eligible for resident permits / visitor permits were included in the result of the consultation.

- 5.33 Nine objections were from residents not within the scheme and related to be including in a scheme. It was made clear in the Committee meeting on 13th October why the Fiveways area should be agreed.
- 5.34 It was agreed that if difficulties arise in roads outside the agreed area following the introduction of Zone F then residents as an overall area would need to put together a petition and present this at a future Environment, Transport & Sustainability Committee. There would need to be a connection to an existing scheme or an area large enough to make a new scheme viable e.g 4-5 roads.
- 5.35 This will enable the Council to gauge the strength of feeling for a resident parking scheme in certain areas. If the area is highlighted by residents then this could be considered alongside the proposed consultation in the Preston Village area where work begins from Summer 2016.
- 5.36 In regard to the objections to the taxi rank removal and relocation there were 5 representations that state that the rank is used and very much needed. 4 representations that changing the use and location of the bay would be of a detriment to the local community and cause delays for people wanting taxis and a further 2 representations that the correct procedure hadn't been followed. 4 representations outlined that the alternative location and hours were not appropriate and the last representation that it would cause greater environmental damage by increase in mileage.
- 5.37 As part of the traffic order we have received a number of support and objections for moving the taxi rank to become overnight use elsewhere (shared with a loading bay). However, there have been issues raised regarding the consultation process for the removal of the hackney carriage provision and that the taxi rank proposal was not highlighted sufficiently in the traffic order and beforehand to allow both members of the public and interested groups to be clear what was happening. The legality of shared loading / taxi ranks has also been questioned as part of the objections which could have citywide implications if this is proven to be correct.
- 5.38 Therefore, we will be investigating the shared loading / taxi rank issue further and the taxi rank proposal will be re-advertised as part of an amendment order in the spring to ensure everyone is clear what is being proposed. The taxi rank will remain in the meantime.
- 5.39 The last 4 representations regarding specific parking space locations but not objecting to the scheme in general.

6. CONCLUSION

- 6.1 It is recommended that an initial consultation takes place in the Hanover & Elm Grove / Craven Vale areas (Appendix C) on the schemes outlined in para 5.1. The results of the consultation will be reported back to a Environment, Transport & Sustainability Committee in late Spring 2016.
- 6.2 It is also recommended that a new resident parking scheme be considered within the Ditchling Gardens / Hollingbury Road area (Appendix A) and that this proposal be progressed to the final design with the Traffic Order advertised to

allow further comment. The results of the consultation will be reported back to the Environment, Transport & Sustainability Committee on 1th March 2016.

- 6.3 The final recommendation is that the parking scheme proposal in the Fiveways area be progressed due to the reasons outlined within the relevant background and following the consideration of all the consultation responses.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to officer time and consultation for the Hanover & Elm Grove and Craven Vale area proposals will be funded from existing revenue budgets within the Transport service. The detailed financial implications of the scheme will be reported to this Committee in the future once there is more certainty of the scheme proposals.

The costs associated to the final design and Traffic Order for the Ditching Gardens / Hollingdean Road area scheme will be funded from existing and approved budgets within the Transport service. The detailed financial implications of the scheme will be reported to this Committee in the future once there is more certainty of the scheme proposals.

The capital costs associated to the new Fiveways area parking scheme will be funded by borrowing, with appropriate repayments funded for the revenue income generated from the scheme. It is anticipated that the capital costs of the scheme will be approximately £0.100m. The annual income generated from the scheme is forecasted be approximately £0.068m, which after the estimated cost of managing the scheme would generate sufficient surplus income to fund the borrowing repayments. The recurring financial impact of the scheme will be incorporated in future financial year budgets.

Revenue income generated from on-street parking schemes is first defrayed against relevant costs, with any surplus used to fund qualifying transport and highways related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Parking Charges are subject to the councils Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

Finance Officer Consulted: Steven Bedford

Date: 06/01/16

Legal Implications:

The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given and for the relevant documents to be placed on deposit for public inspection. Any person may object to the making of an order. Any unresolved objections to an order

must be considered by the Environment, Transport & Sustainability Committee before it can be made.

It is not considered that any adverse human rights implications arise from the report.

Legal advice regarding the taxi ranks issues raised in the report will be required prior to readvertising the proposals as set out in para 5.38”

Lawyer Consulted: *Name Hilary Woodward* *Date: 11/12/15*

Equalities Implications:

7.2 None.

Sustainability Implications:

7.3 None

Any Other Significant Implications:

7.4 None

SUPPORTING DOCUMENTATION

Appendices:

Appendix A - Ditchling Gardens / Hollingbury Road area plan.

Appendix B - Fiveways area plan.

Appendix C - Hanover & Elm Grove / Craven Vale area plan.

Appendix D – Ditchling Gardens / Hollingbury Road area consultation report.

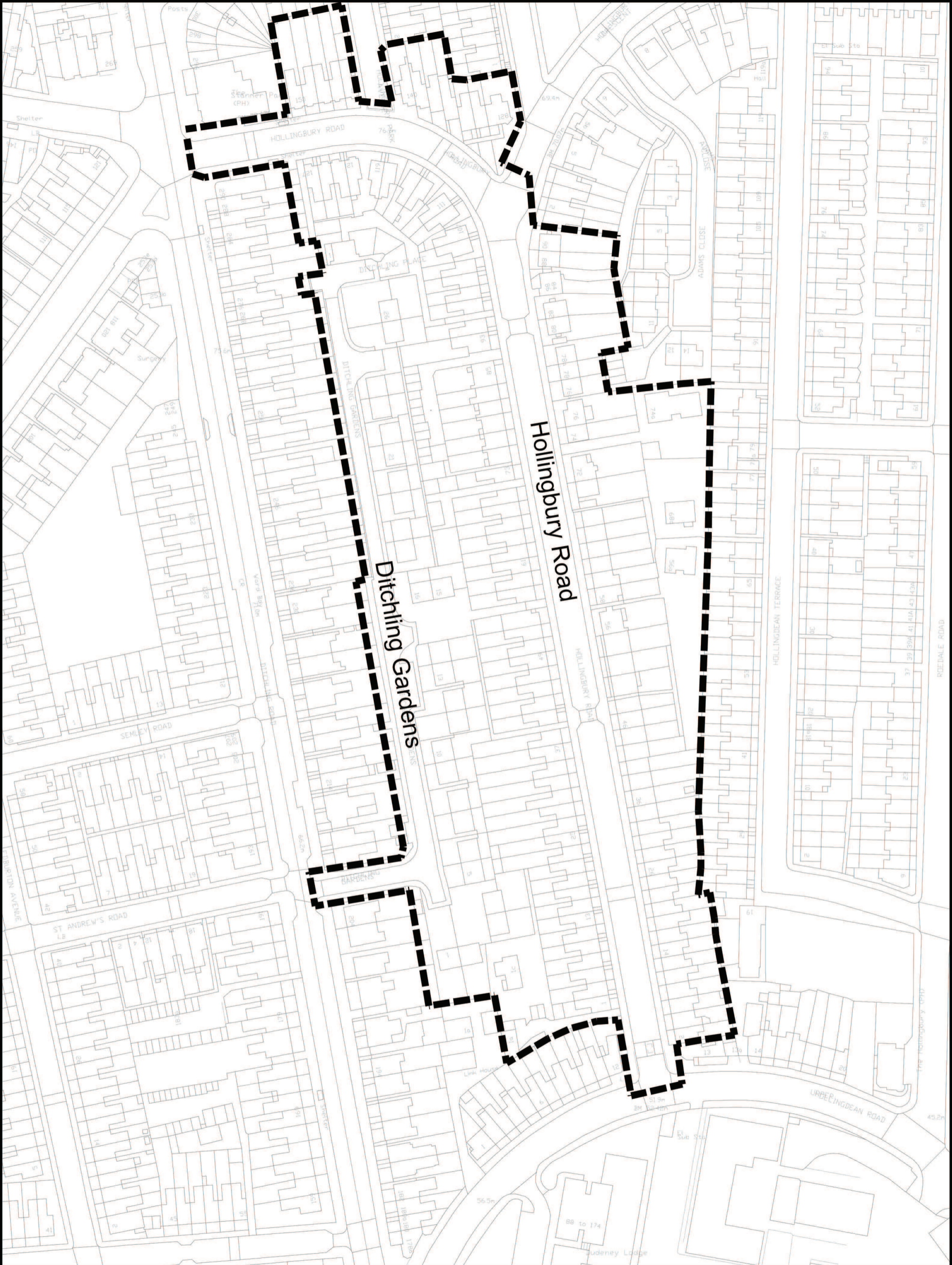
Appendix E – Comments and objections to the Fiveways area Traffic order.

Documents in Members’ Rooms

1. None

Background Documents

1. Agenda item 26 - Report To ETS Committee 13/10/15



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Council, 2015

APPENDIX A




- KEY**
- Vehicle crossover, dropped kerb
 - Permit holder only bay
 - Shared pay and display bay 4 hour
 - Limited 1 hour free parking
 - Loading bay 6am - 6pm Taxi rank 6pm - 6am
 - Loading bay Mon - Sat 6am - 6pm
 - Disabled parking bay
 - Car club bay
 - Pedal cycle bay
 - Solo M/C bay
 - Scheme boundary line
 - P&D Pay & display machine location

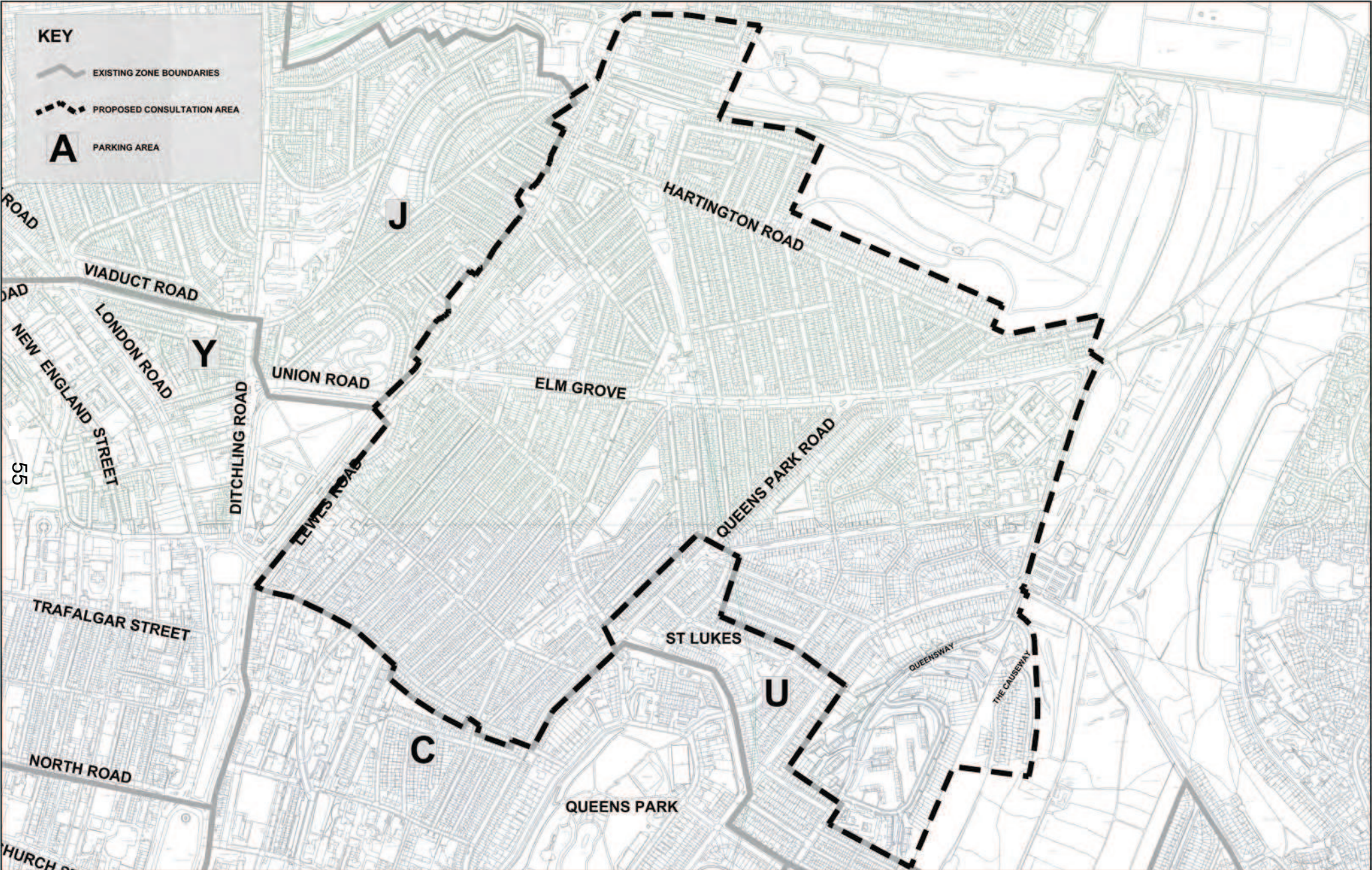


Appendix - B Fiveways area plan

Double yellow line restrictions would apply across all vehicle crossovers/dropped kerbs.
 Where there are no parking bays indicated, double yellow line restrictions would apply along
 kerb side with the exception of private roads.

KEY

-  EXISTING ZONE BOUNDARIES
-  PROPOSED CONSULTATION AREA
-  PARKING AREA



Appendix D - Ditchling Gardens and Hollingbury Road (Zone G) Proposed Residents Parking Consultation Report

Background

The council has received many comments and complaints from local residents concerning parking problems in Ditchling Gardens and Hollingbury Road. On 13 October the Environment, Transport and Sustainability Committee agree to consult residents on a proposal for Ditchling Gardens to be taken out of Zone J and, along with Hollingbury Road and Ditchling Place, to create a new Zone G.

This is designed to prevent current parking issues in both roads and to help residents to park in the road where they live. The layout of existing bays in Ditchling Gardens will remain unchanged.

Headline Results

74.4% of respondents supported joining residents parking Zone G.

Methodology

Letters about the proposed new zone, including a map and a prepaid envelope for reply were sent to 188 property addresses in Ditchling Gardens, Ditchling Place and Hollingbury Road. People were asked whether they wanted to join the residents parking scheme (Zone G). An open comments box was given and name and address was asked for to eliminate multiple submissions from households or people. An Equalities Monitoring form was also enclosed.

Results

88 responses were received giving a response rate of 47%. Two respondents did not say whether they supported a scheme or not and are therefore not included in the tables below. There was one duplicate form which was removed. 74% of respondents¹ supported joining residents parking Zone G. On a road by road basis:

Do you support? Road			Yes		No	
	Number of properties	Response rate (%)	Number	%	Number	%
Ditchling Gardens	26	73	19	100	0	0
Ditchling Place	4	0	0	0	0	0
Hollingbury Road	158	42	44	66.7	22	33.3
Total	188	45	63	74	22	26

¹ Those who answered the question (=85) "Are you in a favour of a residents parking scheme in your road".

An open comments box was given to allow residents to make comments about proposals. These have been grouped together under themed headings:

Comments	Number of times made
A scheme is needed/ we support a scheme	13
Don't want to pay/ too expensive	11
Need to part of Zone J (4)/ Zone E (2)/ proposed Zone is too small (2)/ should be an extension of an existing scheme (1)	9
Not enough parking spaces/ space isn't guaranteed	7
This scheme won't work if HMO's allow permit for each occupant/ or permits are allowed for multiple car owners	4
This will stop Ditchling Gardens being used as car park for residents and visitors of Ditchling Road	4
Not enough Pay & Display space/ space for visitors/ need Pay & Display space close to Fiveways (2)	4
Visitors permits too expensive/ don't want to pay for visitors	3
Ok as it is/ scheme not needed	3
Need motorcycle parking at top of road (Hollingbury Road)	3
Driveways should be used where applicable	1
Disagree with Double Yellow Lines across driveways	1
Will stop road being used by commuters	1
Worried about Adams Close being full of cars	1
Want 1-2 hr passes for residents of Ditchling Gardens for cleaners, hairdressers etc	1
Not enough visitor permits/ length of stay on Pay & Display is too short	1
Worried about displacement	1
Not enough disabled spaces at 5-ways end of the road	1

Equalities Monitoring

Some respondents chose not to answer some or all of the Equalities Monitoring Questions.

Gender	Number	%
Male	30	44.1
Female	38	55.9
Total	68	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	66	100
No	0	0
Total	66	100

Age	Number	%
U18	0	0
18-24	1	1.5
25-34	2	3.0
35-44	15	22.7
45-54	15	22.7
55-64	12	18.2
65-74	9	13.6
75+	12	18.2
Total	66	100

Disability	Number	%
Yes, a little	10	15.4
Yes, a lot	14	21.5
No	42	63.1
Total	66	100

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

Please state the type of impairment which applies to you.	Number
Physical impairment	12
Sensory impairment	2
Learning disability/ difficulty	0
Autistic Spectrum	0
Long-standing illness	1
Mental health condition	2
Development condition	0
Other	2
Total	19

Ethnicity		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	60	88.2
	White Irish	0	0
	Gypsy or Irish Traveller	0	0
	Any other white background	4	5.9
Asian or Asian British	Bangladeshi	0	0
	Indian	1	1.5
	Pakistani	0	0
	Chinese	0	0
	Any other Asian background	0	0
Black or Black British	African	0	0
	Caribbean	1	1.5
	Any other Black background	0	0
Mixed	Asian & White	0	0
	Black African & White	0	0
	Black Caribbean & White	0	0
	Any other mixed background	1	1.5
Any other ethnic group	Arab	1	1.5
	Any other ethnic group	0	0
Total		68	100

Religious Belief	Number	%
I have no particular religion or belief	33	50.8
Buddhist	1	1.5
Christian	25	38.5
Hindu	0	0
Jain	1	1.5
Jewish	0	0
Muslim	0	0
Pagan	0	0
Sikh	0	0
Agnostic	1	1.5
Atheist	4	6.2
Other	0	0
Other philosophical belief	0	0
Total	65	100

Are you a carer	Number	%
Yes	7	11.5
No	54	88.5
Total	60	100

If yes, do you care for a:	Number
Parent	3
Partner or Spouse	2
Child with special needs	1
Friend	1
Other family member	0
Other	0
Total	7

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	0	0	59	100
Have you ever served in the UK armed forces?	6	10.0	54	90.0
Are you a member of a current or former serviceman or woman's immediate family/ household?	2	3.5	55	96.5

	Name	Address	Objection to scheme	Brief Summary
1	Resident	Ashford Road	Objection to scheme	No need for full scheme in Dover Road, Ashford Road, Sandgate Road, Hythe Road, Lowther Road.
2	Resident	Osborne Road	Support	Should be a 6am to 8am scheme - would allow visitors and businesses to park Solve overspill parking problems Would like Balfour Road, Herbert Road, Bavant Road and Harrington Villas included Would like more parking on eastern side of Osborne Road near junction with Preston Drive
3	On behalf of GMB		Objection to taxi rank	Object to removal of taxi rank in Hollingbury Terrace Established Rank no evidence that it is not used Rank is used as stopping point for the area to wait for hiring on road or via radio Trade members object to its removal Alternative proposal of shared rank is unacceptable
4	Hackney Carriage driver		Objection to taxi rank removal	Use the Hollingbury Terrace rank Serves the community for both path work and quick access to radio work Best placed for public to access and loss to community if removed.
5	Resident	Osborne Road	Support	Balfour Road should be included due to schools and if excluded will suffer from overspill parking and make gridlock worse and dangerous for children
6	Resident	Hollingbury Park Avenue	Support	Too many shared bays in middle of Hollingbury Park Avenue , excessive compared to other roads. If it is for the church hall it is not needed as those who use the hall live locally and don't need to drive (and park) to it. Majority of bays should be for permits like the surrounding streets.
7	Resident	Bavant Road	Object to not being included	Bavant Road want to be included Commuters and Taxis fill up road from 7am and no room to park Busy nursery on the road and with nowhere to pull in often park on pavements, zig zags and on corners Residents do not use driveways as they are afraid of being blocked in Situation worse since introduction of controlled zone on Preston Drive
8	Resident	Lowther Road	Support	If residents have off road parking should not be eligible for permit so that they use the off-road parking facility or remove the drop kerb so more on-street parking Pedal Cycle Parking Place on Osborne Road to large for the area, not many passers-by and may be subject to theft or vandalism
9	Resident	Bavant Road	Object to not being included	Want Bavant Road included - residents strongly in favour Parking in the day biggest problem - no space between 7.30am and 4pm on a weekday. Long stay of vehicles not owned by residents living in the road
10	Resident	Lowther Road	Support	Commuter, Taxi, visitors to nearby facilities, residents avoiding charges in nearby CPZ and staff from nursery parking In desperate need of scheme due to overflow of commuters and Zone J leaving cars in the road

11	Resident and churchwarden	Lowther Road	Objection to scheme	<p>Will have an impact on the quality of life for those who live and work in the area Hollingbury Park Avenue only has a small amount of parking which is not for permit holders - wholly unacceptable and inadequate as far as Church is concerned.</p> <p>Not long enough for people visiting the Church, many occasions when there can be as many as 200 people visiting from a distance</p> <p>Work hard to provide service for wider community and use by many groups and some have stated that they will terminate their regular bookings as they will be unable to comply with restrictions or find parking. This impacts on the income Church receives and the contributions it can then make to Diocese.</p> <p>People regularly travel to attend Church on Sundays and say they will no longer attend if parking is non-existent.</p> <p>As a resident against the scheme; will bring no benefit to residents as it is in the evenings and night that people need to park not during the day. Will have to pay for something that brings no benefit.</p> <p>By continuing zones the problems are just pushed further onto a residential area.</p>
12	Resident	Bavant Road	Objection to not be included	<p>Road is usually full early morning onwards with commuters, visitors, staff and parents, taxis, commercial vehicles and cars/vans left for several weeks. Zone F will only result in increased pressures for parking where restrictions are not in place.</p>
13	Resident	Ashford Road	Objection to scheme	<p>Penalises carers and those they care for</p> <p>The process of applying for a carers permit will put people off from applying.</p> <p>Will be financially penalised every time they visit the person they care for</p> <p>While parking in own road can be difficult after 7pm there is always a space in a nearby street</p> <p>Non-car owners will have to buy visitor permits</p> <p>Doesn't reward one-car households</p> <p>Hours of operation -should be free weekend parking and free parking earlier in the evening.</p> <p>The scheme will put an end to free short term parking around Fiveways shops and damage the local economy.</p> <p>Pay by phone rather than meters discriminates against older people who are less comfortable with using a mobile for this purpose.</p> <p>Is a scheme to make life more difficult financially and introducing more bureaucracy no benefit to anyone.</p>
14	Resident	Balfour Road	Objection not to be included	<p>Suffer parking problems due to displacement at weekends and evenings as a result of existing CPZ</p> <p>Parking problems will be exacerbated if not included in new zone</p> <p>Would like a light touch scheme</p> <p>Schools should provide on-site parking for staff as this adds to the problem</p>
15			Objection to taxi rank removal	<p>Use the rank daily</p> <p>Will have an impact on local people that use it</p> <p>Moving it a kilometre away is not an alternative</p>

16	Resident	Ashford Road	Objection to scheme	<p>No worry about people parking to use public transport Questions Monday to Sunday operational hours Would like charges the same as St Luke's (U) and Wish Road (W) Increase in properties having dropped kerbs in last year - which reduces the parking, some have no garages</p> <p>Pay and display in every road - loss of spaces, all spaces (except disabled and loading) should be shared parking Slowly increased number of CPZs - causing the problem that it is trying to alleviate Money making scheme from permits and parking tickets Should not be introduced until properly looked at in context of area</p> <p>People travel to use the shops, Church and dentist, a residential parking scheme will mean empty streets with residents out and no where for people to park for an hour or two Church can only afford to keep going with finance from letting the hall</p> <p>Residents will find far more cars than spaces so will need to drive around streets to look for places Church Congregation will find it even more difficult to park.</p>
17	Visitor		Objection to scheme	<p>Space in-between dropped kerbs in Ashford Road not being used for a parking space and should be</p>
18	Resident	Ashford Road	Objection to part of the proposal	<p>Will not be allowed permit as has garage and will not be allowed to park across the access to the garage Will be unable to wash car, load/unload on access to garage Will not be able to park near house Garage is very tight to park in and due to health can't always park in it, has to be left on street and then parked in later by partner - with scheme would have to pay or park it outside of the scheme. Feel penalised for having a garage and only one car, have not contributed to parking problem. Visitors have always parked across garage; would have to have visitor permits and these are limited Should be a light touch scheme Would like to park over own entrance to garage or maybe have single yellow line instead Elderly residents that rely on visitors who will now have to pay</p>
19	Resident	Ashford Road	Objection to scheme	<p>Majority of Surrenden Road residents in favour of a scheme</p> <p>Parking is a nightmare with streets taken up with commercial and residential vehicles, second cars and commuters.</p>
20	Resident	Surrenden Road	Objection not to be included	<p>Member of congregation of St Matthias Church who travel by car will have great difficulties The parking only allows for hour parking and the service is 75 minutes With weddings and events there will be problems for people visiting Will lose regular bookings and will have an impact on the Church income If nearest free parking is over half a mile away could mean the Church could no longer be financially viable Should be a review at least of the parking meters as the congregation offers a great deal to the whole community and vital to continue Church activities.</p>
21	Visitor		Objection to the scheme	

22	Resident	Ashford Road	Objection to scheme	<p>While agree there is an issue with current parking situation does not think proposal will improve situation</p> <p>Owners of garages should be allowed to park across access to it</p> <p>Restrictions seem inflexible; should be Monday to Friday 9am to 6pm scheme</p> <p>Visitor permits are very expensive</p> <p>Will households with two cars be able to have a permit each</p>
23	Resident	Lowther Road	Objection to part of the proposal	<p>Feel there are too many pay and display bays proposed for Lowther Road, visitors to café in Lowther Road mean there are too few spaces for residents. Would like more permit holder bays.</p>
24	Resident	Loder Road	Objection not to be included	<p>Council have not adequately considered impact upon residents in surrounding streets of new zone</p> <p>Residents should have been reconsulted given decision to have a zone in surrounding area</p>
25	Resident	Dover Road	Objection to part of the proposal	<p>At the Lowther Road end of Dover Road the parking proposals should be switched to the alternate sides - with permit parking outside 2,4,6 etc. and pay and display opposite, would provide better parking for the residents.</p>
26	Resident	Ashford Road	Support	<p>Will improve the parking condition in the road however would like more parking metres</p>
27	Resident	Ashford Road	Support	<p>A new CPZ will resolve current issues concerning parking and free flow of traffic for benefit of residents and businesses</p>
28	Resident	Balfour Road	Objection not to be included	<p>It is already difficult to park in Balfour Road, if not included in zone F, people will park free of charge and make it impossible for residents to park</p> <p>Already non-residents who park in road and with small children frequently cannot park near my house.</p>
29			Objection to taxi rank removal	<p>Trade members object to its removal</p> <p>Feel the Taxi Trade Forum consultation was ignored</p>
30	Resident	Ashford Road	Objection to scheme	<p>Support the move but not the proposed restrictions; there should be long term pay and display options and no restrictions on Sundays</p> <p>Happy to pay for a permit</p> <p>Want to reduce the number of long term parking from other zones</p> <p>Object to people being penalised for visiting friends, family or the area</p> <p>A light touch scheme would be more appropriate</p>
31	Resident	Herbert Road	Objection not to be included	<p>Should be extended to Herbert Road, Balfour Road, Gordon Road, Bates Road and Loder Road.</p> <p>Already suffer from displacement and this will only get worse</p> <p>Included in initial proposal and permits are needed</p>
32	Resident	Balfour Road	Objection not to be included	<p>Welcome proposals for Fiveways area but Balfour Road needs to be included</p> <p>Current situation is dangerous for young children going to the schools</p> <p>Balfour Road being parked in by people wanting to avoid charges, has led to over-crowding and inconsiderate parking</p>

				<p>Consultation was flawed, deceptive and unfair as people thought they were responding to scheme as a whole, Balfour residents unaware that a revised scheme would stop at Osborne Road, residents south live in terraced housing and those in north primarily semis with garages.</p> <p>Double yellow lines needed on all corners</p>
33			Objection to taxi rank removal	Used by both public and taxis on regular basis, would be a loss to the local community
34	Resident	Osborne Road	Support	In principle in favour of scheme
35			Objection to taxi rank removal	Would like confirmation that thought is given to placing of signage and machines, so properties not adversely impacted. Could shared bays be split on each side of road
36	Resident		Objection to scheme	Should leave taxi rank; every time they remove or change a rank it becomes smaller and you can't get a taxi in it due to private cars parking in it
37	Resident		Objection to scheme	<p>Parking always been difficult but scheme will not alter that - too many cars for the streets</p> <p>One hour parking will cause major problems for the shops and the businesses will suffer - if paid parking does come in should be 4 hours</p> <p>Extra parking costs will add to the finances of the local businesses</p> <p>Several people have to drive to the Church and one hour parking would not be look enough for regular service or other services such as funerals, weddings etc.</p> <p>Groups that hire Church hall will go elsewhere reducing income</p> <p>What about people that work in the area</p> <p>Pay by phone only forces people to buy phone to park and not everyone has them - should be facilities for both pay by machine and phone</p> <p>For the elderly this will be a drain on pension, you can't shop or support in an hour</p> <p>For people that receive care at home - do the carers have a free pass?</p> <p>Concerns if you have a garage and if you can wash car, load/unload without permit if they have no car are they eligible for visitor permits</p> <p>The plans mean that many parking spaces will be lost, which will put pressure on available spaces</p> <p>The Church will be severely hindered in carrying out weddings, funerals and many local groups use the hall for social events. There are no problems in Ashford Road between 9am and 5pm - restrictions during this time draconian and will impact on family and friends visits.</p> <p>Elderly residents could become more isolated if friends/family who are not eligible for carer's permit want to visit in the day, particularly the weekends.</p> <p>The pay and display charges are too high and not required during the day and difficult for people to use if they do not own a mobile.</p> <p>Would like a light touch scheme with hour in the day restriction but at all times after 5pm</p> <p>There is a dropped kerb in Ashford Road near Ditchling Road which is no longer required and results in a loss of parking</p>

				Money making scheme for the Council will not help in any way
38	Resident		Objection to particular restriction	Could permit bays be put in outside of 2,4,6 Dover Road and the pay and display on the opposite side where there is a garage, fence and no houses for a stretch of 3 cars
39	Business		Objection to scheme	The scheme will cause damage to the attendees of St Matthias Church The few spaces allocated to the Church is not enough for the community classes or the congregation Currently there are spaces during the day when classes happen but if scheme implemented then attendees would have to park further away at cost
40	Resident		Objection to scheme	Objection to the proposed restrictions at Fiveways specifically the parking surrounding St Matthias Church One hour parking restrictions will prevent many Church events, such as weddings, funerals from being held. As local resident acknowledge need for some restrictions but one hour timeslot is counter-productive. A maximum of 3 hour wait would not so significantly impact the Church and would raise more revenue. Many members of the community do not own smartphones and to restriction parking to those that do is tantamount to social cleansing Object to the manner of consultation, great number of people object to the scheme but do not have e-mail and people living in Hollingbury and Stanmer who are served by the Church and other facilities at Fiveways have been excluded from consultation based on a boundary rather than proximity
41	Taxi Company		Objection to the taxi rank removal	It is unclear as to what is proposed Failed to comply with the correct procedure in removing a rank The wording of the notice incorrect and no specific mention of the revocation of the rank Do not feel the advertisement, website and TRO-25b-2015 achieve the purpose for informing people likely to be effected by the removal of the rank and does not comply with Section 63 (3) (of Local Government Miscellaneous Provisions) Act 1976 Creates a taxi rank shared with others and this is contrary to Section 64(1) of act which contains a prohibition against sharing The proposed taxi rank restricts taxis to hours of 6pm to 6am and will deprive residents of easy access to taxis during the day The proposed taxi rank will deprive residents of available taxi waiting space by day and night when loaders are making use of the facility (which will be open to abuse and need constant policing) Current proposal will subject residents to noise of vehicles loading at night The proposals fail to take into account the demand by the public met by Hackney Carriages and of its current position and usage. Will impact on the public and residents in Hollingdean as Hackney Carriages diverting to the other nearest taxi ranks in Lewes Road, St Peters Church or Stanford Avenue would mean greater delay in waiting for a taxi, environmental damage by further mileage, diminution in service to public and Hollingdean.
42	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Has never used it and would ring for a taxi to come to the door

				Hardly ever seen a taxi on the rank and none in recent months More useful as parking or loading for the shops
43	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Hardly ever used by taxis Very short of space at this end of the road
44	Resident	Hollinbury Park Avenue	Support removal of taxi rank	Scarcely used by taxis Parking spaces are valuable
45			Support removal of taxi rank	Hardly ever used by taxis Need as many parking spaces as possible would be lost spaces as barely used
46	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Rarely used by taxis Parking spaces are valuable Regularly work late and spend ages driving round to find space
47	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Increasingly difficult to find a space the 2-3 taxi rank is virtually redundant -has only seen 1 taxi use it in 5 years Not a valid use of space Would mean loss of potential income from permits/tickets
48	Resident		Support removal of taxi rank	No reason for rank always empty when pass it at most only seen one taxi there They need as many residents bays as possible

49	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Lived in area for over 20 years and rarely seen a taxi parked on the rank and if there is on no more than one taxi there Taxi drivers have told the resident that it is rare to pick up a job there, main purpose is to have a break there Would free up parking spaces for local residents
50	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Never used by taxis unless parked there to go to shops and desperately need the spaces
51	Resident	Hollingbury Park Avenue	Support removal of taxi rank	Taxi rank not used enough and resident need the space to park
52	Resident	37 Hollingbury Park Avenue	Support removal of taxi rank	Taxi rank rarely used and to have space for three taxis is not necessary Both residents and shop keepers would find more parking spaces useful
53	Resident	9 Hollingbury Terrace	Support removal of taxi rank	Welcome planned restrictions They get a taxi about once a week and never a taxi on the rank when need them Rank is pointless when it could create further space
54	Resident	Hollingbury Terrace	Support removal of taxi rank	Rarely used by taxis yet enough space for three or four cars, uncommon to see a taxi there at all and have never seen two or more taxis there at same time If maintained should be reduced for a single space while freeing up space for residents and shoppers

Subject:	Blue Badge Bay Traffic order		
Date of Meeting:	19th January 2016		
Report of:	Acting Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	Email:	Charles.field@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The Council receives a number of requests for blue badge bays within the Controlled Parking Zones and outside these areas. These requests are most often from residents, but can also be from other services. If it is decided that the request is justified then it is advertised in a Traffic Regulation Order.
- 1.2 This report considers the comments, support and objections received to an amendment Traffic Regulation Order, which contains proposals for over 50 roads. Approximately 30 blue badge bays are proposed with another 30 proposed for removal for various reasons.

2. RECOMMENDATIONS:

- 2.1 That the Committee (having taken into account of all the duly made representations and objections) agree the following:
- a) Approve the Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* as advertised save that there shall be withdrawn from the order:
 - i) The proposed removal of the blue badge parking bay outside No.60 Sutherland Road; and
 - ii) The time limited blue badge bay outside No. 12 /13 Sutherland Road as referred to in paragraph 3.5 of this report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 This Traffic Order includes proposed restrictions for over 50 roads city wide. Two objections were received to the advertised Traffic Regulation Order. The comments, support and objections are summarised and explained in detail in Appendix A and plans showing the proposals which have received comments /

objections are shown in Appendix B. Also, a summary of proposals to be put forward are detailed in Appendix C.

3.2 In particular, objections were received in relation to the following proposals:

- a) Evelyn Terrace (Queens Park – Controlled Parking Zone U) – Proposed removal of blue badge parking place
- b) Sutherland Road (East Brighton – Controlled Parking Zone U) – Proposed timed limited blue badge parking place

3.3 Letters of support were received in relation to the following proposals.

- a) Sutherland Road (East Brighton – Controlled Parking Zone U) – Proposed timed limited blue badge parking place

Summary of Objections

3.4 **Evelyn Terrace** - There has been 1 objection to the proposed removal of the blue badge bay on the basis that more blue badge bays are required in the area. The bay is being removed as it is no longer required by the applicant or by any surrounding residents. Therefore it is proposed to proceed with the removal of the blue badge parking place.

3.5 **Sutherland Road** – There has been 1 objection and 1 item of support for the proposed time limited blue badge bay outside No.12/13 as outlined in Appendix A. This was requested by a resident who feels that there are not enough blue badge parking places in this area. The timed limit bay is proposed in the current exclusive pay and display section, which is 2 car spaces and if the proposal goes ahead it will be reduced to 1 available pay and display car space. However, a person with a blue badge can park in exclusive pay and display and share parking spaces for an unlimited period free of charge. Therefore, we are recommending not to proceed with this proposal.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 The main alternative option is doing nothing.

4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 The Traffic Regulation Order was advertised between the 18th September 2015 and 9th October 2015.

5.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.

5.3 Notices were also put on street for the 18th September 2015; these comprised of the notice as well as a plan showing the proposal and the reasons for it. The notice was also published in The Brighton & Hove Independent newspaper on

the 18th September 2015. Detailed plans and the order were available to view at the Customer Service Centres at Bartholomew House and Hove Town Hall and on the Council's website.

6. CONCLUSION

- 6.1 It is proposed that the recommendations are agreed for the reasons outlined in the report.
- 6.2 This would include removing the blue badge bay in Evelyn Terrace as originally proposed and also withdrawing the proposal for the blue badge bay in Sutherland Road.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the report recommendations will be funded from the existing Parking Infrastructure revenue budget within the Transport service. It is estimated that the costs of advertising the Traffic Regulation Order and required signing and lining will be approximately £5,000.

Any potential impacts on parking income associated with the recommendations will impact on the existing Parking revenue budget within the Transport service. It is difficult to estimate the potential impact on parking income as it is not possible to predict whether the vehicles will be displaced elsewhere or be discouraged from parking. It is estimated that the impact on parking income would be immaterial and therefore not require any amendments to current budgeted assumptions; however, this will be reviewed as part of the Targeted Budget Monitoring process.

Finance Officer Consulted: Steven Bedford

Date: 04/12/15

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of orders to be given and for the relevant documents to be placed on deposit for public inspection. Any person may object to the making of an order. Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before the order can be made.

It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Hilary Woodward

Date: 4/12/15

Equalities Implications:

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

- 7.4 The legal blue badge bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

- 7.5 There are no Sustainability implications

Any Other Significant Implications:

- 7.6 There are no other significant implications

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – summary of representations received
2. Appendix B - Plans showing the proposals
3. Appendix C – Summary of proposal put forward

Documents in Members' Rooms

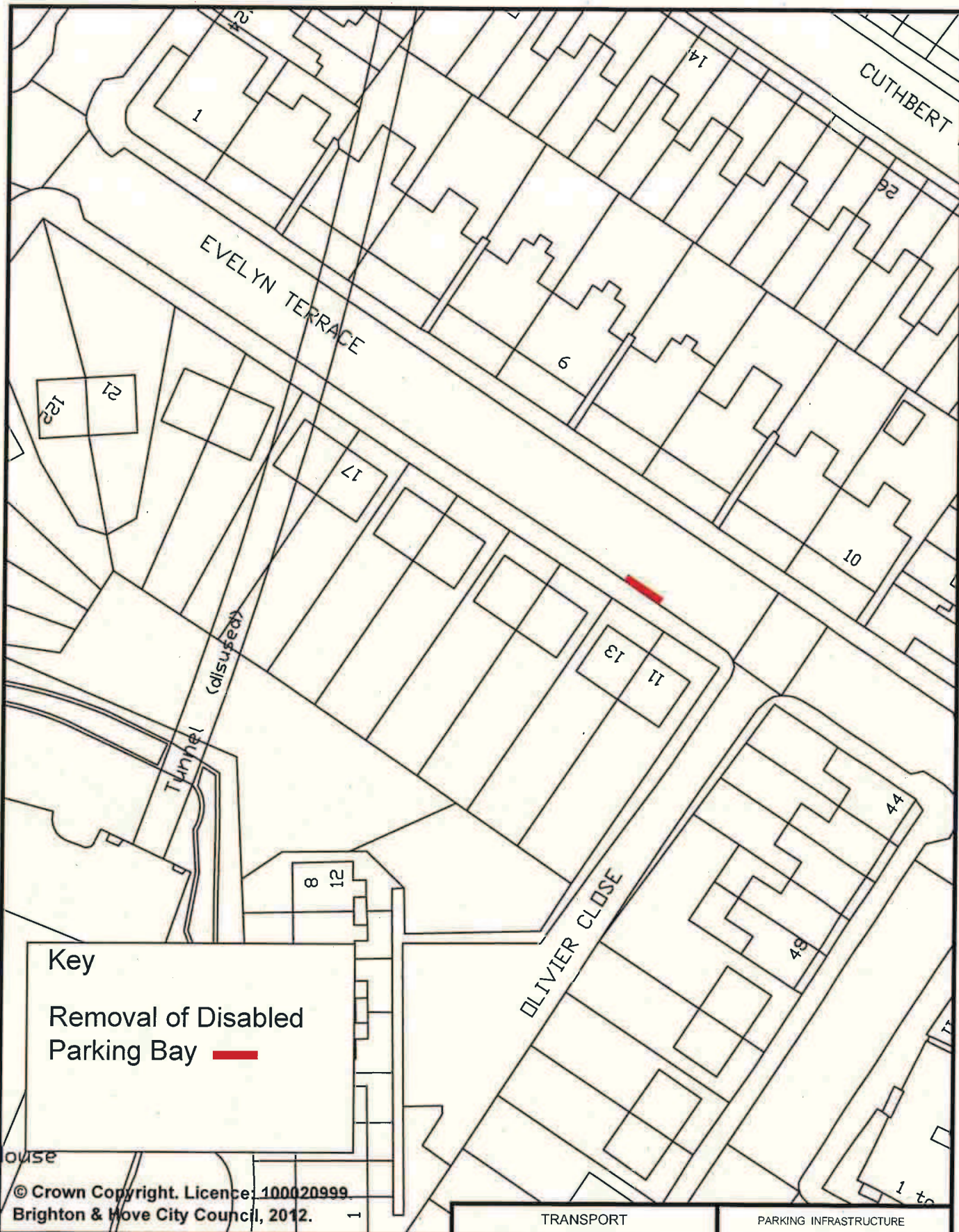
None

Background Documents

None

APPENDIX A - Summary of representations received

Who	Road / Ward	Object / Support	Contents	Comments/Recommendations
Resident	Evelyn Terrace - Controlled Parking Zone U	Objection	<u>Proposed Removal of Blue Badge Parking Place outside No.13 Evelyn Terrace</u> - Objects as since the new extension of U there is more need for blue badge bays in the area. It takes a long time to put a new "non-specific" bay in and the area needs more.	<u>Removal of blue badge Parking Place</u> – This bay is being removed as it is no longer required by the applicant or any other applicant who meet the requirements for a bay.
Business	Sutherland Road - Controlled Parking Zone U	Objection	<u>Proposed Time Limited Blue badge Parking Place</u> – Objects to this proposal as these shops don't any customers who would benefit from this but have many customers who are elderly without a blue badge and mothers with young children who now struggle to park near the shops will only result in a loss of business.	<u>Proposed Time Limited blue badge Parking Place</u> -This was requested by a resident who felt that more blue badge parking spaces were required. However, there is pay & display parking bays available which would allow blue badge holders to park free of charge for unlimited time.
Resident	Sutherland Road - Controlled Parking Zone U	Support	<u>Proposed Time Limited blue badge Parking Place</u> – Supports this proposal as it will reduce blue badge holders using other unlimited blue badge Parking Places. Since the extension of zone U, there are more blue badge Holders without zone permits leaving cars for long periods using blue badge Parking Places.	<u>Proposed Time Limited blue badge Parking Place</u> – as above.




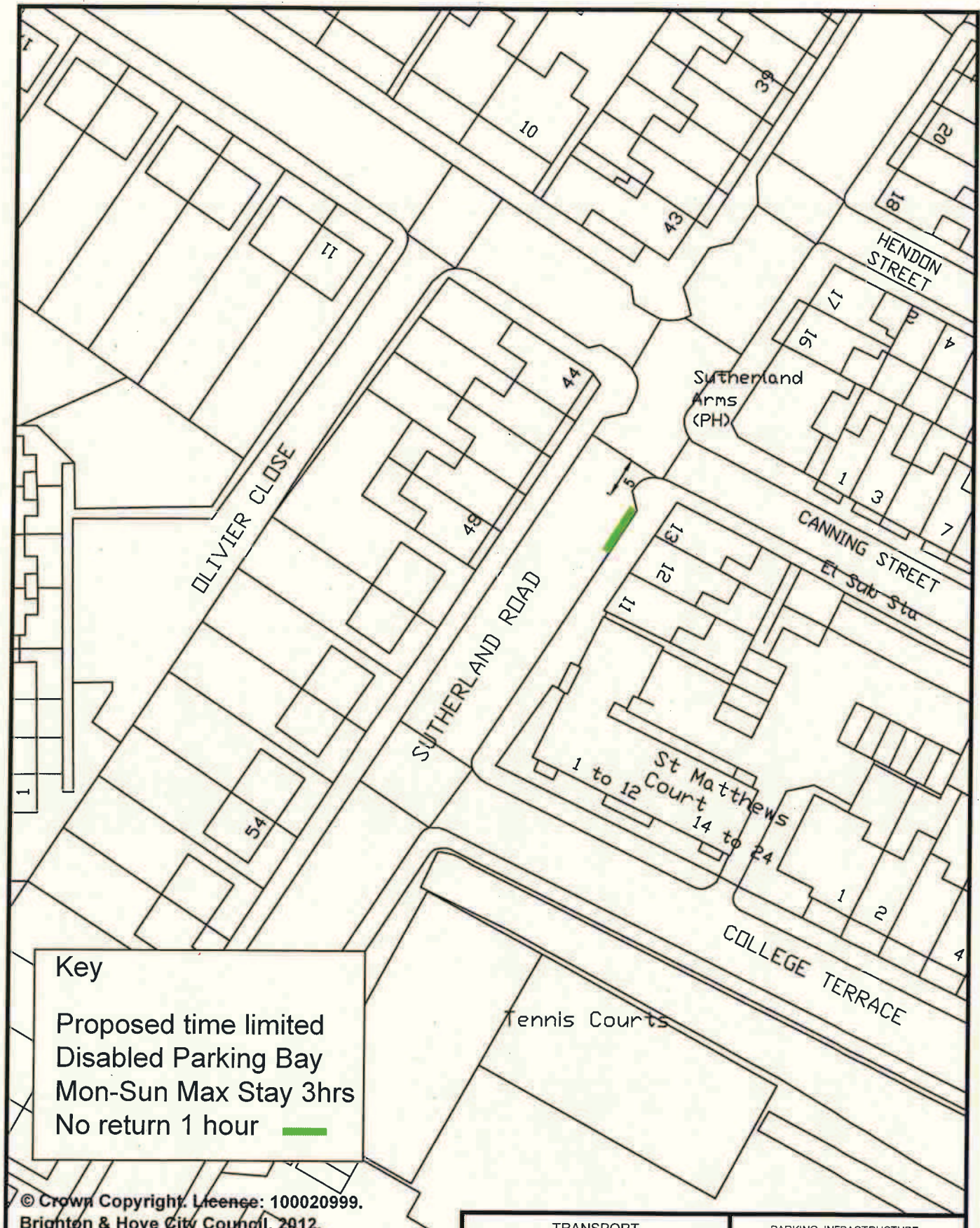
Key
 Removal of Disabled
 Parking Bay —

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 Brighton & Hove City Council, 2012.

Address: 13 Evelyn Terrace,
 Brighton

Reason: Bay being removed as no
 longer required

TRANSPORT	PARKING INFRASTRUCTURE
Scale : N.T.S.	 Brighton & Hove
Date : Sept 2015	
Drawn : DLA	
Drawing Number : B&H-DPB-RVK-020	




Key
 Proposed time limited
 Disabled Parking Bay
 Mon-Sun Max Stay 3hrs
 No return 1 hour █

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 Brighton & Hove City Council, 2012

Address: 12 Sutherland Road,
 Brighton

Reason: To provide disabled bay for
 nearby facilities

TRANSPORT	PARKING INFRASTRUCTURE
Scale : N.T.S.	 Brighton & Hove
Date : Sept 2015	
Drawn : DLA	
Drawing Number : B&H-DPB-Timed-001	

APPENDIX C – PROPOSALS PUT FORWARD

Proposal	CPZ/Ward	Support	Objections
Removal of Disabled Parking Bay outside No.15 Albion Street	Controlled Parking Zone C – Queens Park	0	0
Removal of Disabled Parking Bay outside No.13 Evelyn Terrace	Controlled Parking Zone C – Queens Park	0	1
Removal of Disabled Parking Bays in Old Steine	Controlled Parking Zone C – Queens Park	0	0
Removal of Disabled Parking Bay in Richmond Street	Controlled Parking Zone C – Queens Park	0	0
Removal of Disabled Parking Bay opposite No.13b Royal Crescent Mews	Controlled Parking Zone C – Queens Park	0	0
Removal of Disabled Parking outside No.60 Sutherland Road	Controlled Parking Zone C- Queens Park	0	1
Proposed Time Limited Disabled Bay in Sutherland Road	Controlled Parking Zone C – Queens Park	1	1
Removal of Disabled Parking Bay in Chichester Terrace	Controlled Parking Zone H – East Brighton	0	0
Removal of Disabled Parking Bay outside No.46 Princes Terrace	Controlled Parking Zone H – East Brighton	0	0
Removal of Disabled Parking Bay outside No.20 Sudeley Place	Controlled Parking Zone H – East Brighton	0	0
Disabled Parking Bay outside No.12 Princes Terrace to be made legal	Controlled Parking Zone H – East Brighton	0	0
Removal of Disabled Parking Bay outside No.5 Beaconsfield Villas	Controlled Parking Zone J – Preston Park	0	0
Removal of Disabled Parking Bay outside No.12 Beaconsfield Villas	Controlled Parking Zone J – Preston Park	0	0

Removal of Disabled Parking Bay in Havelock Road	Controlled Parking Zone J – Preston Park	0	0
Disabled Parking Bay outside No.60 Chester Terrace to be made legal	Controlled Parking Zone J – Preston Park	0	0
Disabled Parking Bay outside Westcombe, Dyke Road to be made legal	Controlled Parking Zone Q – Preston Park	0	0
Removal of Disabled Parking Bay outside No.69 Langdale Road	Controlled Parking Zone R – Westbourne	0	0
Removal of Disabled Parking Bay outside No.49 Marmion Road	Controlled Parking Zone R – Wish	0	0
Removal of Disabled Parking Bay (rear of No.114 Sackville Road) Sheridan Terrace	Controlled Parking Zone R – Westbourne	0	0
Proposed Time Limited Disabled Bay outside St Peters Church, Portland Road	Controlled Parking Zone R – Wish	0	0
Removal of Disabled Parking Bay outside Nos.220/222 Queens Park Road	Controlled Parking Zone U – Queens Park	0	0
Removal of Disabled Parking Bay outside No.10 Ditchling Road	Controlled Parking Zone Y – St Peters & North Laine	0	0
Removal of Disabled Parking Bay outside No.51 Slinfold Close	East Brighton	0	0
Removal of Disabled Parking Bay outside No. 22 Turton Close	East Brighton	0	0
Disabled Parking Bay outside No.20 Selmeston Place to be made legal	East Brighton	0	0
Disabled Parking Bay outside No.194 Wiston Road to be made legal	East Brighton	0	0
Removal of Disabled Parking Bay outside Nos. 38 & 40 Franklin Street	Hanover & Elm Grove	0	0

Removal of Disabled Parking Bay outside No.70 Lincoln Street	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.37 Sandown Road	Hanover & Elm Grove	0	0
Disabled Parking Bay outside No.4 Glynde Road to be made legal	Hanover & Elm Grove	0	0
Disabled Parking Bay outside No.20 Hallett Road to be made legal	Hanover & Elm Grove	0	0
Disabled Parking Bay outside No.61 Hanover Terrace to be made legal	Hanover & Elm Grove	0	0
Disabled Parking Bay outside No.85 Hanover Terrace to be made legal	Hanover & Elm Grove	0	0
Disabled Parking Bay outside No.64 Islingword Street to be made legal	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.50 Beatty Avenue	Hollingdean & Stanmer	0	0
Removal of Disabled Parking Bay opposite No.115 Davey Drive (1 bay)	Hollingdean & Stanmer	0	0
Removal of Disabled Parking Bay (adjoining No.12 Hollingbury Crescent) Hollingdean Terrace	Hollingdean & Stanmer	0	0
Disabled Parking Bay outside No.77 Brentwood Road to be made legal	Hollingdean & Stanmer	0	0
Disabled Parking Bay outside No.1 Haig Avenue to be made legal	Hollingdean & Stanmer	0	0
Disabled Parking Bay outside No.7 Haig Avenue to be made legal	Hollingdean & Stanmer	0	0
Disabled Parking Bay outside No.18 Bolney Road to be made legal	Mouselcoomb & Bevendean	0	0

Disabled Parking Bay outside No.106 Heath Hill Avenue to be made legal	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay outside No.67 Hillside to be made legal	Moulsecoomb & Bevendean	0	0
Disabled Parking Bay outside No.7 Nesbitt Road to be made legal	Moulsecoomb & Bevendean	0	0
Removal of Disabled Parking Bay outside No.10 Graham Avenue, Portslade	North Portslade	0	0
Disabled Parking Bay outside No.74 Southdown Road, Portslade to be made legal	North Portslade	0	0
Disabled Parking Bay outside No.146 Southdown Road, Portslade to be made legal	North Portslade	0	0
Disabled Parking Bay outside No.101 Southdown Road, Portslade to be made legal	North Portslade	0	0
Disabled Parking Bay outside No.4 Southdown Road, Portslade to be made legal	North Portslade	0	0
Removal of Disabled Parking Bay opposite No.27 Birchgrove Crescent	Patcham	0	0
Removal of Disabled Parking Bay outside No.9 Highview Way	Patcham	0	0
Proposed Time Limited Disabled Parking Bay opposite Ladies Mile Court Entrance, Ladies Mile Road	Patcham	0	0
Disabled Parking Bay outside No.40 Woodbourne Avenue to be made legal	Patcham	0	0
Proposed Time Limited Disabled Parking Bay opposite Ladies Mile Court Entrance, Ladies Mile Road	Patcham	0	0
Disabled Parking Bay outside No.49 Lowther Road to be made legal	Preston Park	0	0
Removal of Disabled Parking Bay outside Cliff Court, Park Road, Rottingdean	Rottingdean Coastal	0	0
Removal of Disabled Parking Bay outside No.78 Station Road,	South Portslade	0	0

Portslade			
Disabled Parking Bay outside No.26 Gordon Road, Portslade to be made legal	South Portslade	0	0
Removal of Disabled Parking Bay outside Nos.317-319 Portland Road	Wish	0	0
Disabled Parking Bay outside No.8 Roman Road to be made legal	Wish	0	0
Disabled Parking Bay outside No.17 Worcester Villas to be made legal	Wish	0	0
Removal of Disabled Parking Bay outside No.43A Loder Road	Withdean	0	0
Disabled Parking Bay outside No.14 Loder Road to be made legal	Withdean	0	0
Disabled Parking Bay outside No.215 Bexhill Road to be made legal	Woodingdean	0	0

Subject:	Pedal Cycle Parking Places – Phase 2 (TRO Objections)		
Date of Meeting:	19 January 2016		
Report of:	Acting Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Colin Harwood	Tel: 29-0487
	Email:	colin.harwood@brighton-hove.gov.uk	
Ward(s) affected:	East Brighton, Hanover & Elm Grove, Queen's Park, Regency		

GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to consider comments and objections received in relation to proposed Traffic Regulation Orders (TRO) associated with the second phase of Pedal Cycle Parking Places. This is in addition to five sites approved by the Council's Environment, Transport & Sustainability Committee on 24 November 2015.
- 1.2 The current Traffic Regulation Orders authorise the installation of Pedal Cycle Parking Places in:
- Bartholomews (extension of existing cycle parking)
 - Bonchurch Road
 - Broad Street (including re-provision of car parking in George Street)
 - Devonshire Place
 - Eaton Place
 - Franklin Street
 - Walpole Terrace
- 1.3 Plans are provided within Appendix A.
- 1.4 The council is committed to creating a more sustainable city and improving cycle facilities is seen as one of the measures to help achieve this aim. The council has allocated a proportion of its capital spending programme to meet the ongoing demand for cycle parking.
- 1.5 The locations for which approval is sought were shortlisted following an assessment against the following criteria:
- Requests from residents
 - Evident demand for cycle parking in the areas concerned
 - The practicality of installing cycle parking

2. RECOMMENDATIONS:

2.1 That, having taken account of all duly made representations and objections, Committee Members approve as advertised the following orders:

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (ref: TRO-26a-2015)
- Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (ref: TRO-26b-2015)

3. CONTEXT/ BACKGROUND INFORMATION

3.1 Cycle parking provision in Brighton & Hove forms a key contribution to improving conditions for cycling and increasing the number of people travelling this way. Good quality cycle parking in carefully considered locations can also de-clutter the streetscape and help to reduce cycle related crime.

3.2 The Council is committed to improving cycle parking facilities. This was reflected in the Local Transport Plan (LTP) 2006/7-2010/11 which committed to providing at least 160 spaces for cycles per annum. This has continued with LTP budget committed to cycle parking on an annual basis. Sites associated with this phase were agreed by the Council's Environment, Transport & Sustainability Committee on 24 November 2015.

3.3 In addition, in 2015-16 LTP funding has been allocated to support sustainable travel initiatives in the Local Sustainable Transport Fund area (to the east of Valley Gardens encompassing the Kemptown, Hanover, Elm Grove and Queen's Park areas). This has also been allocated to improving cycle parking in this area and will fund the seven sites that are the subject of the current report. We also seek to provide pedal cycle parking within new on-street parking proposals where appropriate.

3.4 A lack of highway space is common across the city and finding room to provide non-obstructive cycle stands on the footway is limited. The lack of opportunities for cycle parking located on the pavement has highlighted the requirement for alternative solutions for cycle parking provision.

3.5 On-carriageway cycle parking, or Pedal Cycle Parking Places, comprise of a minimum of 5 cycle stands with the capacity to hold at least 10 bicycles at any one time. They follow a standard design so they can be recognised across the city.

3.6 Since the installation of the first Pedal Cycle Parking Place in 2008, spaces for over 600 bicycles at 61 different locations across the city have been provided. The majority of these cycle parking facilities have been heavily used or are full to capacity within a short period of installation.

3.7 Regular requests from residents across the city and the use of newly installed cycle facilities demonstrates a continued and strong demand for further cycle parking.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 Where appropriate, cycle parking on the footway is considered before on road cycle parking is proposed. In these cases there is no available width for cycle parking provision on the footway.

4.2 Officers assess the most appropriate location for cycle parking which would be convenient for users (and therefore well used) and suitable for installation without causing highway obstructions.

4.3 All sites have been reviewed by the council’s road safety officer who is an accredited Road Safety Auditor and independent of the project team.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 Letters were sent to residents and traders in the vicinity of each site during September 2015 informing them of the cycle parking proposals. Ward Members were also informed by email. Comments were invited within 21 days of receipt of the letter.

5.2 Table 1 indicates the number of responses received either supporting or opposing the proposals in each location. It also indicates whether the design was subsequently amended prior to the Traffic Regulation Order being advertised.

5.3 The apparently low response rate is to be expected for a scheme of this nature and reflects the scale of the proposals. It is also reasonable to expect that those content with the proposals would be less likely to reply to the consultation.

5.4 Objections centred on the loss of parking which officers have sought to address.

Table 1: Summary of Initial Consultation

Location	Addresses Informed	Support	Objections	Enquiries	Amendments to Proposal
Bartholomews	17	0	0	0	
Bonchurch Road	86	0	3	0	
Broad Street	75	1	0	0	
Devonshire Place	99	0	0	2	
Eaton Place	157	3	3	2	Alternative site selected in response to resident concerns. Former Doctors’ bays have recently been converted to permit holders parking and

					offset any loss in parking as a result of the proposals.
Franklin Street	57	2	5	1	Cycle parking relocated to east side of street to minimise loss of parking.
Walpole Terrace	61	0	1	1	Relocated from College Terrace to Walpole Terrace to alleviate concerns raised in relation to the original proposal.

5.5 Following the informal consultation, the Traffic Regulation Orders were advertised on Friday 6 November 2015 for a period of 21 days. The consultation period ended on Friday 27 November 2015. The Traffic Regulation Orders received 3 objections. The reasons for objections are included in Table 2 along with the officer response.

Table 2: Summary of TRO Responses

Location	Objections	Officer Response
Walpole Terrace (1 objection)	Loss of parking and argument that demand is highest at the northern end of the street. Request that the cycle parking be located south of the junction with College Terrace.	Wherever possible efforts are made to minimise the loss of car parking. However, in this instance a small reduction will be required whilst the range of alternative locations is limited by underground services in this location. Although the objection has not been formally withdrawn, the objector has acknowledged the subsequent officer response as follows: <i>“Thank you for your response and the explanation as to the proposed location of the cycle rack”</i> .
Broad Street (1 objection)	Objection to re-provision of parking in George Street and loss of double yellow lines used by delivery vehicles and disabled users.	The opportunity was taken as part of the Broad Street proposal to remove double yellow lines associated with former vehicle accesses on George Street. This would offset any loss of parking and indeed provide two additional spaces. The double yellow lines were originally in place to avoid obstruction to former vehicle accesses which are no longer required. They were not installed for the purposes stated, although it is appreciated that such activities can take place legally on double yellow lines. The full length of double yellow lines will however not be removed and a section will remain adjacent to number 40 George Street. The proposed arrangements are consistent with other streets in the vicinity.
Franklin	Loss of parking	The location has been revised to minimise the

Street (1 objection)		loss of parking. It is in turn proposed that this will be offset by the removal of a redundant disabled parking bay which is subject to a separate report to the current Environment, Transport & Sustainability Committee. If the latter was not to be approved by the Committee, the loss of parking would be limited to one-two spaces.
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6. CONCLUSION

- 6.1 Having taken into account the residents' consultation and feedback and providing viable alternative solutions/proposals as detailed above, officers recommend the Traffic Regulation Orders be approved as advertised and the Pedal Cycle Parking Places implemented as planned.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The capital costs associated to the recommendations in the report are estimated to be approximately £0.040m and will be funded from the Local Transport Plan (LTP) capital programme. The LTP budget allocated for Personalised Travel Planning support measures (Local Sustainable Transport Fund match funding) is £0.040m as approved at Policy and Resources Committee.
- 7.2 It is estimated that the loss in annual parking income as a result of the recommendations would be immaterial and therefore not require any amendments to current budgeted assumptions. The forecasted revenue implications are summarised as follows:
- Bartholomews, Broad Street and Devonshire Place: The loss of revenue from one space will be largely offset (- £158 pa) by additional parking provided on George Street and Devonshire Place.
 - Eaton Place: No loss expected as surveys indicate that alternative pay and display parking is usually available.
 - Walpole Terrace: Unless residents' choose not to renew a parking permit, there will be no drop in income. A loss of two permits would however result in a reduction in income of £250. This is considered unlikely as surveys indicate spare capacity within the Controlled Parking Zone.
 - Franklin Street/ Bonchurch Road: Parking is currently unrestricted so there are no revenue implications.

Finance Officer Consulted: Steven Bedford

Date: 04/12/15

Legal Implications:

- 7.3 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for advertising a proposed TRO is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of orders to be given and relevant

documents to be placed on deposit for public inspection. Any person may object to the making of an order. Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before the order can be made.

It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Hilary Woodward

Date: 4/12/15

Equalities Implications:

- 7.4 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society.

Sustainability Implications:

- 7.5 The measures outlined in this report will promote and encourage greater use of sustainable transport and, in particular, overcome current barriers to cycling. The scheme will also seek to enhance health by encouraging active travel amongst local people.

Crime & Disorder Implications:

- 7.6 The installation of specifically designed cycle stands will allow users to secure their bicycles in the recommended fashion by locking both the wheels and the frame of the bicycle. Bicycles secured to Sheffield stands (the stands widely used in the city and proposed in this instance) in this way are less vulnerable to theft than they are when secured to items of street furniture not designed for this purpose. As such, the proposals will have beneficial crime and disorder implications.

Risk and Opportunity Management Implications:

- 7.7 Various sites have been identified and assessed on a case by case basis. Those sites shortlisted for initial consultation were considered both practical for cycle parking to be implemented and for this to be done without significant adverse impacts, for example in terms of a loss of car parking capacity. The risk of cycle parking not being well used is minimised by locations having been carefully assessed against the range of criteria outlined in Section 1 of this report and based on the experience of similar locations elsewhere in the city.

Public Health Implications:

- 7.8 In providing cycle parking facilities, the proposal improves the attractiveness and convenience of cycling. It is therefore an important part in encouraging higher levels of cycling which in turn has positive public health implications.

Corporate / Citywide Implications:

- 7.9 The proposals detailed within this report are consistent with the Council's priorities outlined within the Corporate Plan 2015-2019. Specifically, the

proposals will support local businesses by providing opportunities for additional customers to arrive by bicycle. They will also support efforts to improve the health and well-being of the city's residents and improving the sustainability of its transport infrastructure.

SUPPORTING DOCUMENTATION

Appendices:

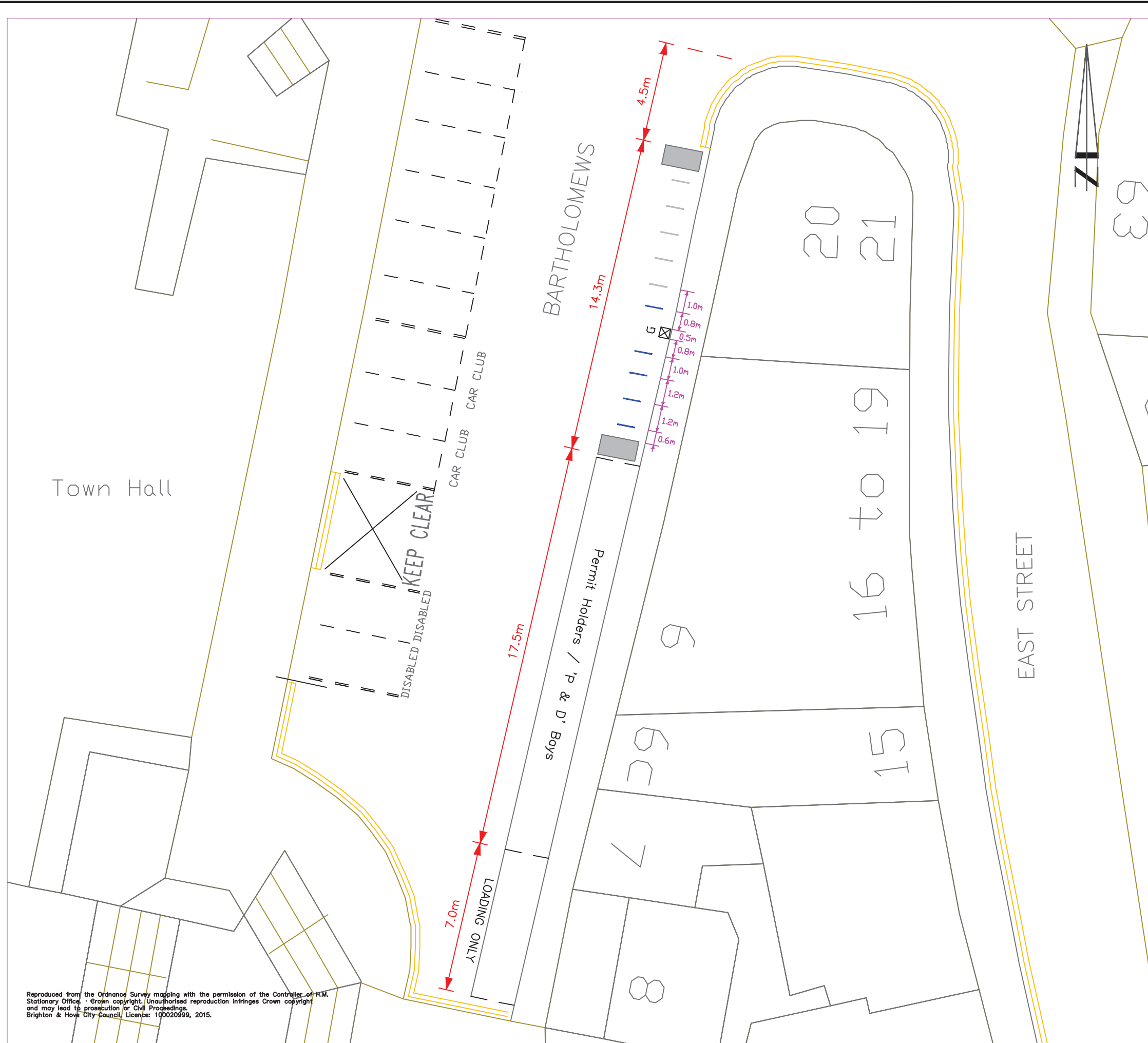
1. Appendix 1 Cycle Parking Plans

Documents in Members' Rooms

1. None

Background Documents

1. None




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NOTES

Rev	Revision details	Date

Drawn:	Signed R.Sharma	Date September 2015
Surveyed:	RS	
Checked:		
Approved:		
File/Acad ref:	S:\	



**Brighton & Hove
City Council**

Project Name	ON STREET CYCLE PARKING Bartholomews, Brighton	
Drawing Title	Proposed Arrangement	

Drawing No B02	Scale NTS	Rev
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Notes

Key to symbols

- KEY:**
-  Footway Bulb-out
 -  Cycle Stand

Reference drawings

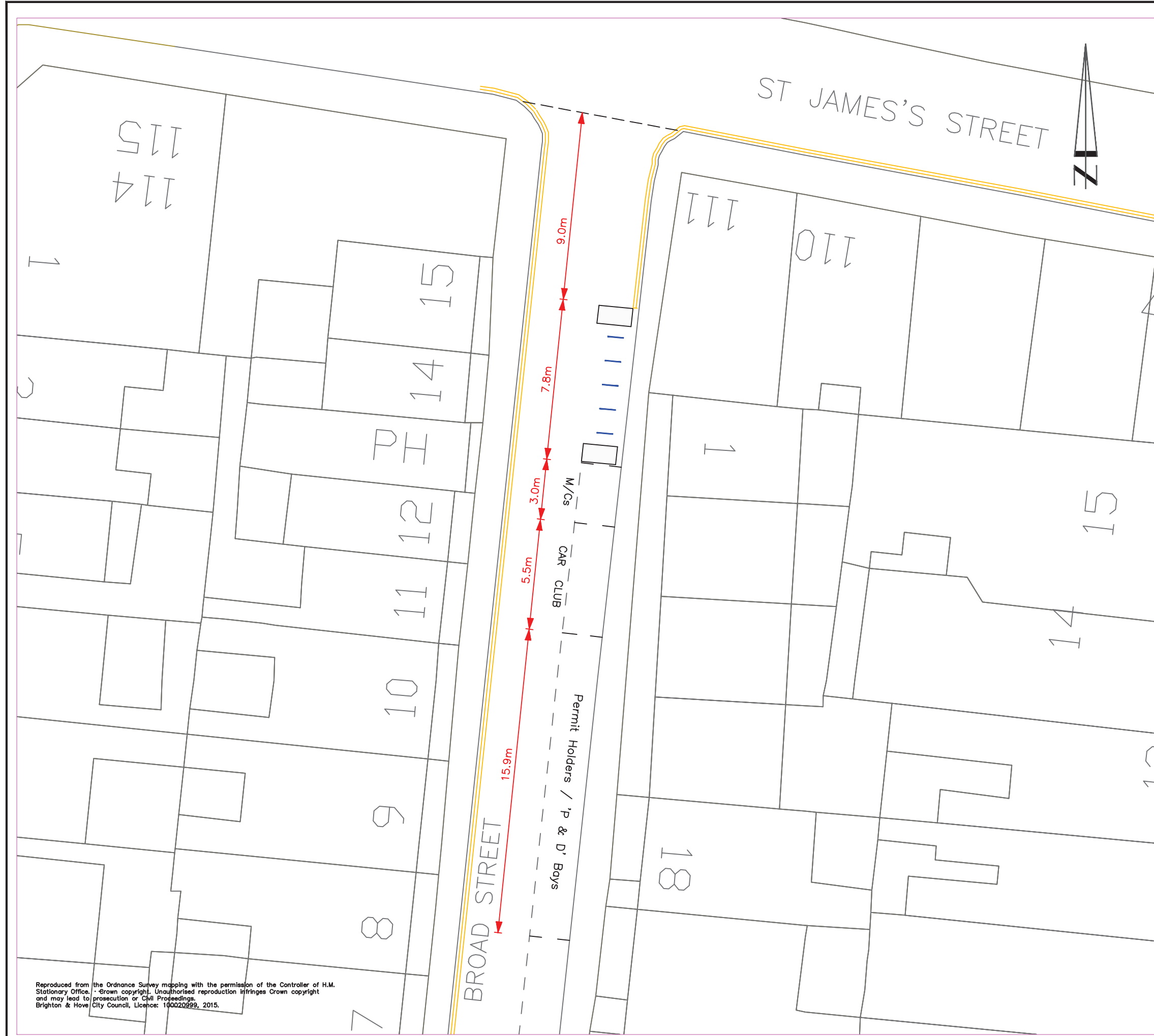
Rev	Date	Drawn	Description	CH	RH
P1	19/10/2015	NC	First Issue		
				CH/K'd	App'd



**Brighton & Hove
City Council**

Title
ON STREET CYCLE PARKING
Bonchurch Road

Designed	N. Choiseau	Eng check	
Drawn	N. Choiseau	Coordination	
Dwg check	C. Harwood	Approved	R. Hearle
Scale at A1	NTS	Status	Rev
Drawing Number	PRE	P1	Securty
	STD		



97

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NOTES

Rev	Revision details	Date

Drawn:	Signed P. Osborne	Date September 2015
Surveyed:	OS	
Checked:		
Approved:		
File/Acad ref:	S:\	



Project Name
ON STREET CYCLE PARKING
Broad Street, Brighton

Drawing Title
Proposed Arrangement

Drawing No BS02	Scale NTS	Rev
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NOTE

Proposed length of 'Pay & Display' parking on the east side of George Street is now 62.5m

Rev	Revision details

	Signed	Date
Drawn:	R.Sharma	September 2015
Surveyed:	R.Sharma	September 2015
Checked:		
Approved:		
File/Acad ref:	S:\	



Project Name
GEORGE STREET, BRIGHTON

Drawing Title
Proposed Arrangement

Drawing No GS.2dwg	Scale NTS	Rev REV
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Rev	Revision details	Date
Drawn:	Signed P. Osborne	September 2015
Surveyed:	OS	
Checked:		
Approved:		
File/Acad ref:	S:\	



Project Name
**ON STREET CYCLE PARKING
 Devonshire Place, Brighton**

Drawing Title
Proposed Arrangement

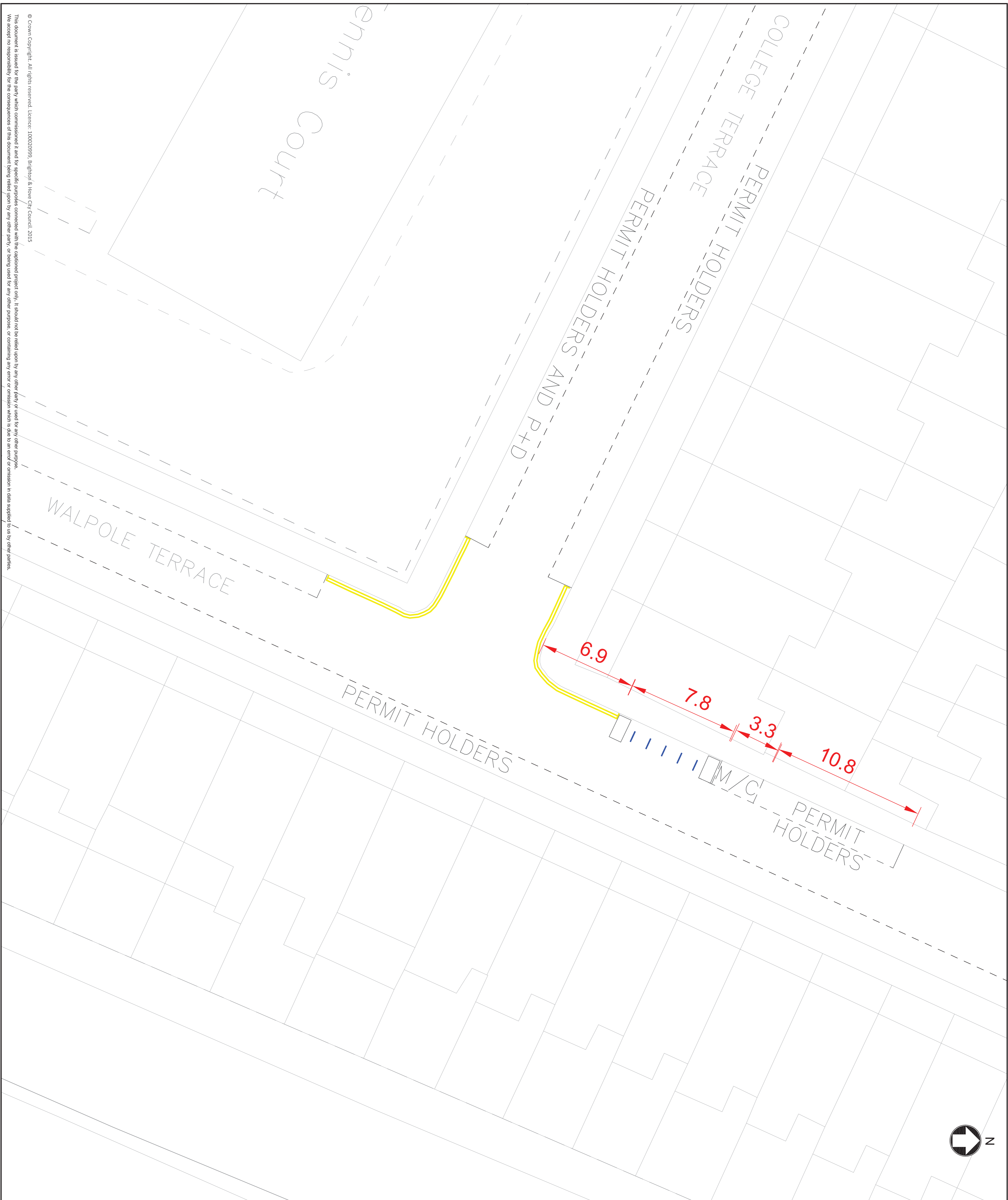
Drawing No DP02	Scale NTS	Rev
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Reference drawings																																																			
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		R. Hearle																																																	
Drawing Number EP03																																																			

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Notes

Key to symbols

- KEY:**
-  Footway Bulge-out
 -  Cycle Stand

Reference drawings

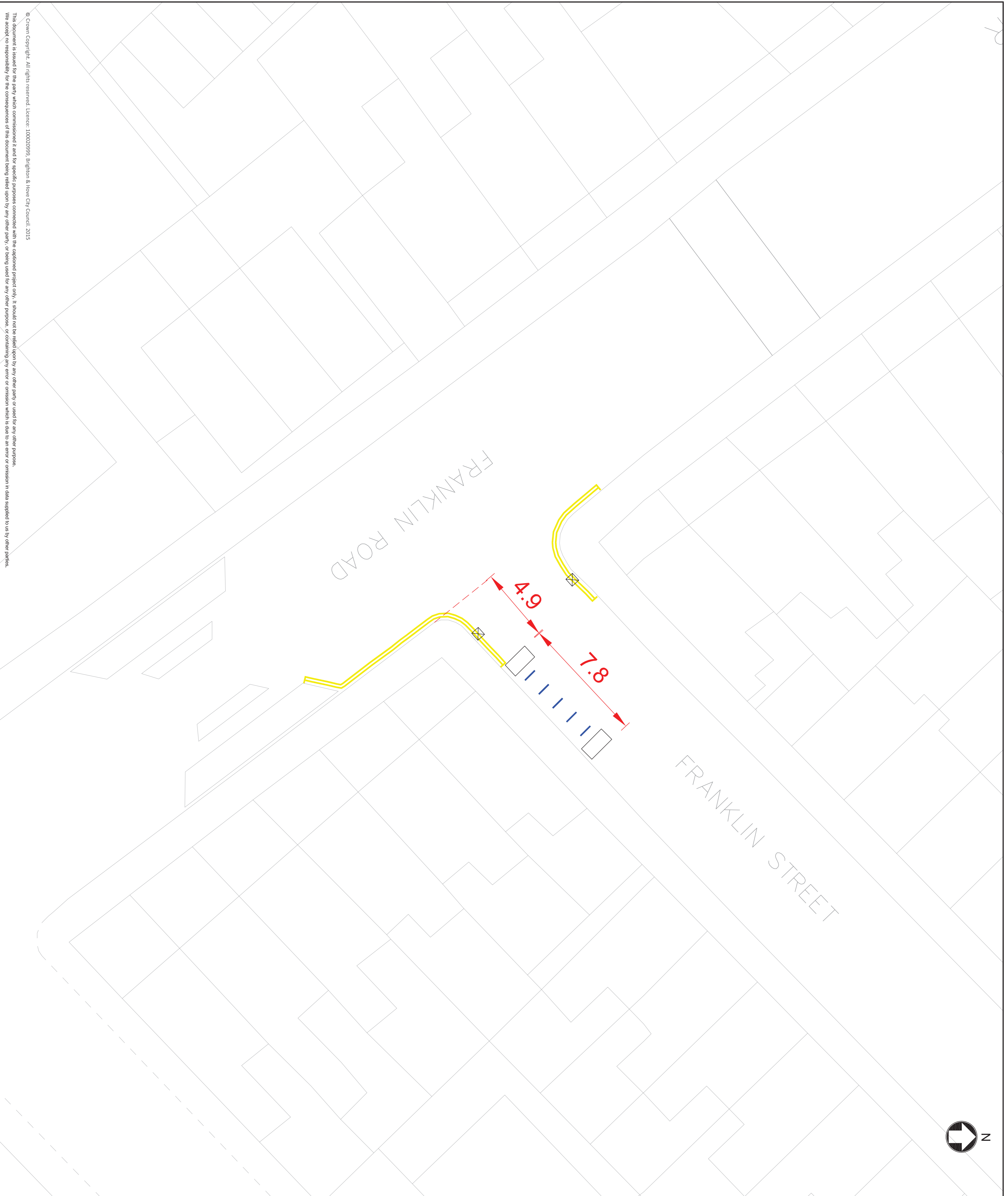
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P1	19/10/2015	NC	First Issue		
				CH/K'd	App'd



Title
ON STREET CYCLE PARKING
Walpole Terrace

Designed	N. Choveau	Eng check	
Drawn	N. Choveau	Coordination	
Dwg check	C. Harwood	Approved	R. Hearle
Scale at A1	NTS	Status	Rev
Drawing Number	CT03	PRE	P1
			STD

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Notes

Key to symbols

KEY:

-  Footway Bulb-out
-  Cycle Stand

Reference drawings

Rev	Date	Drawn	Description	CH	RH
P1	19/10/2015	NC	First Issue		
				CH/Kd	App'd



Title
ON STREET CYCLE PARKING
Franklin Street

Designed	N. Choveau	Eng check	
Drawn	N. Choveau	Coordination	
Dwg check	C. Harwood	Approved	R. Heale
Scale at A1	NTS	Status	
Drawing Number	FS03	PRE	P1
			STD

Subject:	Traveller Waste Contract Procurement		
Date of Meeting:	19 January 2016		
Report of:	Acting Executive Director, Environment Development & Housing		
Contact Officer:	Name:	Rachel Chasseaud	Tel: 290753
	Email:	rachel.chasseaud@brighton-hove.gcsx.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to seek approval for the procurement of a new Traveller waste contract.
- 1.2 The contract will cover waste removal and disposal from official and unauthorised Traveller encampmentson council land in Brighton & Hove, and other associated services.
- 1.3 The successful bidder will be expected to provide a prompt, efficient and sustainable service. Brighton & Hove City Council requires that materials are recycled or reused wherever possible

2. RECOMMENDATIONS:

- 2.1 That the committee approves the procurement of a contract for the provision of waste services for Gypsy, Roma, Traveller sites for a period of three years.
- 2.2 That the committee grants delegated authority to the Acting Executive Director Environment Development & Housing, in consultation with the Executive Director of Finance-
 - (i) to carry out the procurement of the contract referred to in 2.1 above including the award and letting of the contract;
and
 - (ii) to grant an extension to the contract referred to in 2.1 above of up to two years should he/she consider it appropriate at the relevant time.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Brighton and Hove is mainly visited by Irish Travellers and English Gypsies. A group of New Travellers and van dwellers also form unauthorised encampments, moving from one location to another in the city. Nomadic life is not illegal. Travellers are protected under the Equalities Act 2010 and have a basic right to

this way of life. Unfortunately due to the inadequate provision of permanent and transit pitches nationally and locally Travellers frequently trespass on public and privately owned land. The Traveller Commissioning Strategy 2012 sets out how the council recognises that the rights of Travellers have to be balanced with the rights of the general public to enjoy private and public land.

- 3.2 Management of unauthorised encampments is primarily the responsibility of the land owner. In the case of trespass onto council owned land, this is carried out in line with the council's Travellers Commissioning Strategy 2012 Strategy and with reference to government guidance. Trespass is a breach of civil law and accordingly is primarily dealt with using civil court procedures. This means that it can take ten days to two weeks to bring unauthorised encampments to an end. During this period we aim to minimise the impact on the settled community and city but collecting and removing waste generated as a result of the trespass.
- 3.3 In 2014/15 there were 106 unauthorised encampments in the city and the average number of days per encampment was 11. In the first 6 months of 2015/6 there have been 72 unauthorised encampments and the average number of days had reduced to 8 days per encampment
- 3.4 Over the past five years the total cost of dealing with waste at unauthorised encampments has increased. However this is due to the increased number of unauthorised encampments. While the overall cost has increased the average cost of rubbish removal and litter collection per encampment has been reducing as demonstrated in the table below.

	2010/11	2011/12	2012/13	2013/14	2014/15
Total cost of waste removal from unauthorised encampments (£)	95,861	124,486	132,007	116,777	146,256
Average Cost of Waste removal per unauthorised encampment (£)	2523	2146	2000	1645	1380
Total number of unauthorised encampments	38	58	66	71	106

- 3.5 Current arrangements for waste disposal and associated services are being made through a contract awarded to Tim Jordan Grounds Maintenance. This contract was awarded following a procurement process carried out in 2012 and has been extended whilst the new procurement is undertaken.
- 3.6 As part of this current arrangement, a value for money exercise was initially carried out to consider whether all or some of these services should be brought

in-house. As a result of this exercise City Clean commenced waste collection from Horsdean Transit Site but cleaning and grounds maintenance of Horsdean and the management of waste on unauthorised encampments were contracted out.

- 3.7 The proposal for this new procurement exercise is that grounds maintenance is brought in-house to be provided by City Parks service. This is based on a value for money test that these services could be provided on a more cost-effective basis in-house. The cleaning of shared facilities at Horsdean and civil engineering aspects (such as renewing bunds and ditch clearance) are ancillary aspects of the new contract which will be utilised as needed, and value for money tested against existing council contract providers of these services.
- 3.8 Services for unauthorised encampments that will be covered within the scope of the tender include:
- Regular collections of waste for recycling and disposal
 - Provision of litter picks
 - Removal of special and hazardous waste
 - Provision of bins at unauthorised encampments
 - Clearing of litter and domestic waste
 - Removal of fly tip
- 3.9 Services for Horsdean that will be covered within the scope of the tender include:
- Provision of litter picks
 - Removal of special and hazardous waste
 - Removal of non-domestic waste, excess waste and fly tips
- 3.10 There are a number of other changes included in the proposal which are intended to reduce costs and improve management of waste on unauthorised encampments. These include:
- Using smaller bins and allocating them per household so that the council can reduce the risks of flytipping in large bins.
 - Charging by tonnage of waste rather than bins emptied
 - Using Vehicle trackers to enable better contract management
 - Working with the contractor to ensure that opportunities to recycle are maximised and recycling and waste are disposed of locally
 - Requiring bulk invoicing rather than adhoc invoicing to reduce administration costs
 - Fewer but more relevant monthly performance indicators to enable more effective contract management.
- 3.11 The council will continue to work with Travellers at both unauthorised encampments and the Horsdean transit site. The council will also continue to take enforcement action in relation to flytipping where possible. The aim will be to reduce levels of waste, litter and flytipping, and increase levels of recycling.
- 3.12 The new contract is due to commence in May 2016.

Procurement Process

- 3.13 Due to the overall value of the contract which it is envisaged to be in the region of £500,000-£750,000. This reflects the potential cost of the contract over 3 years and allows for a maximum 2 year extension if required.
- 3.13 The contract will be tendered via an open tender procedure advertised in the Official Journal of the European Union (OJEU) because the total value of the contract exceeds the threshold for OJEU of 165,000.
- 3.14 The tender process will follow a transparent methodology which gives fair and equal access to all suppliers in the market, and will evaluate suppliers' bids on a combination of price and quality criteria (most economically advantageous bid) in line with EU Procurement rules. It is envisaged that the evaluation criteria will be split between 60% on price and 40% on quality.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Consideration has been given as to whether to bring the whole contract in-house, and whether the waste removal at unauthorised encampments should be carried out by City Clean. However it has been determined that this would be more costly and less efficient for the council.
- 4.2 There are fluctuating levels of occurrence of unauthorised encampments through the year and the council needs to ensure that it has a timely and flexible response in order to minimise disruption to other users of the affected public spaces. The planning and resourcing of a full in-house service would be more costly than a procured option as contractors are able to mobilise resources flexibly from across the contracts they provide in response to demand, whereas the council would need to procure vehicles and employ staff to be ready for a speedy response to encampments as they arise.
- 4.3 The response times are vital to ensure that any unauthorised encampments receive waste bins as quickly as possible to reduce the environmental impact of these sites. To be able to attend, at short notice, to clean a site after the occupants had left would have a detrimental affect on the cleaning of the city as staff would be taken from their normal cleansing duties during the week and there are no additional staff available at weekends and on bank holidays.

This contract requires multi-tasking vehicles able to operate off road, which is a resource that City Clean does not have and these vehicles would have to be hired in at short notice and at high cost.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Feedback obtained from both the settled community and Travelling community on the current service has informed the specification and will inform the procurement documents.

6. CONCLUSION

- 6.1 The new procurement of the Traveller Waste Contract aims to improve the ability of officers to manage the contract and reduce costs to the City. It is recommended for approval on this basis.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

This report recommends the procurement of a new contract for Traveller waste services and details some of the changes to the current contract arrangements which may enhance the value for money of this service. If the recommendation to procure is approved, the tender evaluation process will ensure that the most economically advantageous bid is selected. The Council's Contract Standing Orders mean that no contract may be awarded unless expenditure involved has been included within approved estimates. Hence, if the new contract was found to require more resources than could be managed within the service budget, further committee approval would be necessary prior to awarding the contract.

Finance Officer Consulted: Monica Brooks

Date: 24/11/2015

Legal Implications:

- 7.1 The council has a duty to secure 'economy, efficiency and effectiveness' in all its activities. Supply of this service in a manner that attracts the most economically advantageous bid supports this principle and is in line with the EU procurement rules.
- 7.2 The Environment, Transport and Sustainability Committee is the appropriate decision-making body in respect of the recommendations at paragraph 2 above.
- 7.3 Further, the council's Contract Standing Orders require that authority to enter into a contract valued at £500,000 or more be obtained from the relevant committee, which in this instance is the Environment, Transport and Sustainability Committee.
- 7.4 The value of the proposed framework means that the UK Public Contracts Regulations will apply in full to the procurement of the contract. The tender will need to be advertised in OJEU. The tender will be scored on the criteria of quality and price as part of the evaluation process.
- 7.5 Consideration must be given during the procurement to ensure that the new contractual arrangement contains robust transitional arrangements to avoid any unnecessary costs to the council and disruption to the public at the end of the contract period.

Lawyer Consulted: Jo Wyllly

Date: 19/11/15

Equalities Implications:

- 7.6 Many Travellers have experienced discrimination and feel that they are the last group that society finds it acceptable to be racist towards. One of our duties is to help Travellers and promote positive race relations. The Supplier will be expected to work in partnership with the Council to promote a positive relationship with Travellers.

Sustainability Implications:

- 7.7 The procurement process that will be undertaken for the re-letting of this contract will require the Service Provider to demonstrate that they:
- Have policies in place that will improve energy efficiency and encourage awareness of energy issues in terms of their own operations.
 - Have a commitment to reducing waste, reusing and recycling resources used in the delivery of the service wherever possible, and aim to ultimately send a minimum amount of waste to landfill
 - Have a commitment to reduce green house gas emissions to the atmosphere arising from its activities including operational and embedded CO2 levels. As part of this commitment the Service Provider should encourage low carbon modes of transport and fuel efficient driving, as well as maximising the number of operatives in vehicles and reducing the need to travel
 - Have a commitment to sustainable procurement and consider the whole life cost of goods and services procured on behalf of the council. All aspects of procurement should be assessed to help reduce significant environmental impacts, whilst also maintaining a balance between social and economic needs of the wider community.
 - Actively engage with and improve the performance and sustainability of its own supply chain

SUPPORTING DOCUMENTATION

Appendices:

1. None

Documents in Members' Rooms

1. None

Background Documents

1. None

Subject:	Stanmer Park Restoration Programme – Update and Permission to Consult		
Date of Meeting:	19 January 2015		
Report of:	Acting Executive Director of Environment Development and Housing		
Contact Officer:	Name:	Jan Jonker	Tel: 29-4722
	Email:	jan.jonker@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 In July 2014 Policy & Resources Committee approved the submission of two applications to the Heritage Lottery Fund (HLF) to help fund investment in Stanmer Park. A Parks for People application was submitted to restore the walled garden and various aspects of the Stanmer landscape and a Heritage Grant application was made for Home Farm agricultural buildings. The applications were submitted in August and October 2014 respectively and form part of a wider long-term programme to restore the park and develop a financially sustainable management plan.
- 1.2 The application for a Heritage Grant for Home Farm was unsuccessful. The Parks for People (PfP) application was successful at Stage 1. This resulted in the council being awarded £0.291m to part fund the development of a detailed final application in preparation for a final Stage 2 application. Work is now underway to prepare this application for submission by August 2016. Alternative proposals to fund the redevelopment of Home Farm agricultural buildings are being pursued and are subject to a separate report to Policy & Resources Committee in February.
- 1.3 This report provides the Committee with an update on the Stanmer Programme and seeks approval on next stages of work.

2. RECOMMENDATIONS:

- 2.1 That the Committee notes the progress on the Stanmer Park Programme, and specifically the Parks for People HLF application.
- 2.2 That the Committee agrees the next stages of work on the Stanmer Programme.
- 2.3 That the Committee agrees the Consultation and Engagement Plan for the Stage 2 HLF Application.

- 2.4 That the Committee agrees to the production of a Sustainable Travel Plan to inform final recommendations for parking and transport in Stanmer Park.
- 2.5 That the Committee notes that proposals for the Home Farm buildings will be considered in more detail in a report to Policy & Resources Committee in February.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Stanmer Park is a popular public country park and a nationally significant eighteenth century Grade II landscape. It also forms the setting for the Grade I listed Stanmer House, Grade II* Stable Block and 16 other Grade II listed buildings. Situated in the South Downs National Park, Stanmer Park's beautiful woodland walks and extensive open land provides an important area for residents across the city and visitors, with many using it for walking, enjoying nature, sports and other leisure activities. It also hosts a number of events through the year.
- 3.2 Stanmer Park is a working landscape accommodating farming, grazing and food growing. It is home to:
- Residents in Stanmer Village,
 - Numerous businesses,
 - The council's operational base for City Parks including the nursery,
 - The Eastern area office of the South Downs National Park Authority,
 - Numerous community groups and organisations.
- 3.3 It is positioned over part of the aquifer which provides water for the city. Safeguarding the city's water supply was a key reason for the purchase of the park in 1947.
- 3.4 Stanmer Park has significant potential to encourage eco-tourism, promote sustainable growth, encourage people to access the countryside, improve health and well being and create new jobs tying in with the council's objectives as the lead partner in the Biosphere project. It is the city's only country park which is of national and regional importance. It is one of the key gateways to the Downs linking it to the city and the sea.
- 3.5 The Council, together with key partners is developing a sustainable long term programme for the estate. The objectives of the programme are to:
- Secure investment to restore nationally important heritage assets which are in decline including Home Farm and the walled garden.
 - Develop a sustainable business plan to ensure the estate is financially sustainable in future.
 - Manage the estate and any future development in line with an updated Conservation Management Plan.
 - Address parking and transport in the park which is currently not controlled. impacting on the fabric and feel of the park and on accessibility.
 - Review the management structure across the Estate to ensure decision making is streamlined and effective.

- 3.6 The Stanmer Conservation Area, the agricultural buildings (Home Farm) and the park are on English Heritage's 'Heritage At Risk' register, which include historically important sites which are suffering from neglect, decay or inappropriate change. The At Risk designation means that the SDNPA as the planning authority or English Heritage can serve notice on the council to put measures in place to prevent further deterioration. The aim of the programme is to remove the Estate from the At Risk register
- 3.7 In April 2012 Cabinet approved a recommendation for a project team to look into the feasibility of refurbishing the Home Farm traditional agricultural buildings as a focal point and visitor attraction for the park and gateway to the Downs. Several reports were produced in partnership with the South Downs National Park that underpinned the next steps. The Cabinet report also confirmed that work had commenced on a Master Plan for the Stanmer Park to ensure a holistic approach to any development proposals and that the use of the buildings are considered in the context of their wider environment.
- 3.8 Substantial progress has been made on the programme with the key milestones summarised in the table below.

Date	Milestone
June 2014	Member Board established consisting of councillors from BHCC and SDNPA to provide steer and advice on the project, monitor progress and champion decision making.
July 2014	P&R approval to submit Stage 1 Heritage Grant Application for Home Farm and Stage 1 Parks for People Application for Walled garden and wider estate.
August 2014	Submission Parks for People Application
October 2014	Submission Heritage Grant Application P&R approval to procure contract to prepare Stage 2 applications
December 2014	HLF announcement that Stage 1 Parks for People (PfP) Application was successful, awarding £.0291m to develop the proposals to Stage 2.
January 2015	HLF announcement that Stage 1 Heritage Application (Home Farm) was not successful.
June 2015	Procurement of specialist support services to support development and preparation of Stage 2 application
September 2015	Tender awarded to Land Use Consultants (LUC) as lead consultant
November 2015	Commencement of detailed programme

4 PARKS FOR PEOPLE APPLICATION

4.1 The Stage 1 Parks for People application was successful and resulted in an award of £0.291m to work up detailed, final proposals for the Stage 2 application which is due to be submitted in August 2016. The area covered by the application consists of the Lower Lodges, the lane to the village, the walled garden and other features including the historic 'water catcher' and the pond by the church. The South Downs National Park Authority and Plumpton College are key partners in the project. The scope of the project includes:

- Restoration of the walled garden as a visitor attraction and a base for Plumpton College who will play a key role in engagement, training and volunteering. It is envisaged that a nursery and/or retail function will be retained.
- Restoration of the 'water catcher' which used to supply running water to Stanmer House and the Frankland Memorial.
- Restoration of the landscape along the lane from Lower lodges to Stanmer Village.
- The creation of a mixed use 'Greenway' for pedestrians and cyclists to Stanmer House from the Lower Lodges.
- Improvements to roads, controlling parking and removal of informal car parks between Thee Lower Lodges and Stanmer Village.
- Establishment of a kiosk at the entrance to the Estate, with possibility of cycle hire.

4.2 In addition to the above capital investment the HLF fund has numerous objectives relating to community engagement, learning, training, interpretation and volunteering opportunities. To meet these criteria the application will include an Activities Plan and an Interpretation Plan. Plumpton College's involvement as a formal partner in the project was considered by the HLF to be a very appealing element of our application.

4.3 The HLF will need confidence that the council is able to maintain its investment and increased revenue costs and to this end the application will need to be supported by a deliverable Conservation Management Plan and Business Plan. For the estate to be financially sustainable opportunities for income generation are being assessed including additional income from commercial leases, surplus generated from parking controls and contributions from events in the park.

4.4 The total value of the Parks for People application is expected to be £5.9 million, consisting of £4.0 million grant funding and £1.9 million match funding. Proposals for match funding will be set out in the Policy & Resources Report being considered in February.

4.5 The Stage 2 application is a competitive process. To maximise the chance of success the final application needs to deliver what was set out in the Stage 1 application, meeting all the HLF criteria. A risk register for the project has been set up and is attached as Appendix 1. The main risks are:

- Finding an alternative location for council operations including City Parks, Animal Welfare and Pest Control.
- Resolving issues around transport and parking.
- Securing match funding.

- 4.6 Land Use Consultants (LUC) have been awarded the contract to support the council in preparing the final Stage 2 application. They have appointed a team of specialist sub consultants who will contribute to the extensive work required to support the stage 2 application which includes:
- Topographical, ecological, archaeological and tree surveys
 - Updating of the Conservation Management Plan
 - Developing a costed Management and Maintenance plan
 - Scoping and costing the required capital works
 - Developing an Activities and Interpretation Plan
 - Developing a Business Plan
- 4.7 This work is now underway as outlined by the high level Project Plan (Appendix 2). The deadline for submission of the Stage 2 application is August 2016. A final report, seeking approval of submission of the application will be presented to this Committee in July 2016.
- 4.8 The Stage 1 application was informed by extensive consultation and engagement. Further consultation and engagement will be carried out prior to finalising the Stage 2 application and the draft Engagement Plan is attached as Appendix 3.

5. HOME FARM AGRICULTURAL BUILDINGS

- 5.1 In 2013 the council, with the SDNPA commissioned a Development Appraisal of the agricultural buildings, which considered potential uses to meet the council objectives and tested financial viability of completing the works without grant funding. Following the unsuccessful HLF stage 1 bid this piece of work is to be revisited. Prior to doing so the heritage value of the buildings, and in particular the long barn, is being reviewed to ensure any development proposals are appropriate. Historic England has completed a Farmstead Assessment on the buildings which highlighted their importance as “a substantially complete example of a downland farmstead with buildings that evidence how traditional farmsteads developed into the period just before the introduction of prefabricated sheds from the 1950s” The buildings are considered a rarity as a village farmstead with unconverted farm buildings in a parkland setting in close proximity to the archaeological remains of a shrunken medieval settlement.
- 5.2 The council is currently working with Historic England and SDNPA to consider in further detail the capacity for change for the long barn and the other buildings that make up the farm complex. It is then intended for an updated Development Appraisal to be commissioned to again look at the restoration and refurbishment of the buildings without reliance on grant funding. These proposals will be presented at P&R Committee in February. It is intended that the refurbishment of the buildings will meet the councils objectives as set out in the report presented to Cabinet in April 2012, such uses could include: -
- A visitor Centre for the Biosphere and the National Park
 - Function room (for schools, community groups and exhibitions)
 - Retail facilities and or food outlets (associated with the use and enjoyment of the park and wider countryside)

- A farm shop
- Flexible workshops
- Office space (for the council and SDNPA)
- Public WC's
- Farm animal enclosures
- Family friendly outdoor space
- Outdoor and/or partially covered space for farmers markets, exhibitions and visitor information.

5.3 A viable plan for the Home Farm complex needs to be identified by the time the Parks for People Application is submitted to provide the HLF confidence that these historic buildings which are a key focus for the park will be restored.

6. TRANSPORT AND PARKING

6.1 Currently transport and parking are not controlled in Stanmer Park. There are some formal car parks which are in a poor state of repair, numerous informal car parks along the road in to the estate and vehicles park on the grass verges. Issues with the current arrangements include:

- Significant visual impact associated with sprawled out parking along the roads in the park, particularly in the conservation area
- Parked cars blocking access for the hourly bus service and emergency vehicles
- Commuter parking, particularly from the university
- Degradation of the fabric of the park
- The road and the existing car parks are in poor state of repair.

6.2 With the proposed development of Home Farm agricultural buildings and the walled garden the number of visitors to the estate is expected to increase. It is critical that viable sustainable transport solutions are identified for the estate to address the current issues and manage the projected growth in visitor numbers before the submission of the Parks for People application to HLF.

6.4 The stage 1 HLF application includes a commitment to remove the ad hoc car parks between the Lower Lodges and Stanmer House as these detract from the heritage landscape of the park. Historic England view removal of these car parks as a critical step to removing the estate from the 'At Risk Register.

6.5 Officers have commenced work with key stakeholders to assess transport and parking options. The following progress has been made:

- An assessment of the number of vehicles accessing the estate in future has been commenced. This work will be developed further as informed by the Sustainable Transport Plan
- Alternative access routes in to the park for cars have been explored. None of these are viable, so the main vehicular access is the existing road from the Lower Lodges to the village.

6.6 While the actual number of vehicles may vary depending on the effectiveness of other transport options it is considered necessary to have a car park located in close proximity to the village to allow customers to the tea rooms, Stanmer

House and the nursery to access these businesses. The capacity of such a car park is subject to further work.

- 6.7 A permanent shuttle service as an alternative to parking near the village is not considered to be financially viable. It may be possible to establish a shuttle service from the Lower Lodges to the village during busy weekends possibly run with volunteers, and visitors can also use the regular bus service to enter the estate but this is unlikely to mitigate for parking provision closer to the businesses in the village.
- 6.8 Based on the work done to date in relation to parking it is recommended that people travelling by car are encouraged to park at The Lower Lodges. They would be encouraged to do so by lower charges and the availability of a kiosk for refreshments. It is also proposed to offer cycle hire at the Lower Lodges to encourage people to leave their car there.
- 6.9 It is proposed to retain the Church Car Park, primarily for visitors with mobility issues and blue badge holders to allow easy access to the tea rooms and the church.
- 6.10 The preferred location for a main car park to serve the village has been subject to an iterative process with key stakeholders which resulted in two main options emerging shown in Appendix 4. Given the layout of the park and the lack of alternative entrance route the options are very limited.
- 6.11 Option 1 shows a new car park located to the South East of Stanmer House. It has the advantage that it would result in most traffic not having to drive through the village. However the disadvantage is that it is located in the middle of the conservation area, and irrespective of its size it would have a significant visual impact. Informal discussions with Historic England and the Planning Authority have indicated that they would have concerns about this option.
- 6.12 Option 2 showing the car park located in the same location or adjacent to the existing car parks behind the nursery. This location has less of a visual impact , and is mainly outside the conservation area in formerly developed land. It has the disadvantage that it will result in traffic passing the church and the southern junction of the village road and the road to the north of the former stables would probably need to be widened although an alternative route into this parking area is being explored which may avoid this . It is within close proximity to the businesses and the walled garden/nursery.
- 6.13 Both options require further exploration with key stakeholders. Before final recommendations are made regarding parking locations and number of spaces further work is required including assessment of impacts on the landscape, archaeology, traffic movements and volume, costs and accessibility. A key task is to work up detailed proposals to encourage people to travel to the park by more sustainable means, or if they do travel by car to park at the Lower Lodges to minimise traffic in to the village. This will be informed by the Sustainable Transport Plan.

- 6.14 To meet the deadlines for the HLF Parks for People application any planning applications will at least have to be submitted prior to the HLF bid being submitted in August 2016.
- 6.15 As part of the engagement activities for the Stage 2 Parks for People application it is proposed to include details of the proposed changes to car parking locations subject to further work referenced above and informal discussions with the Planning Authority. The engagement work will include recommendations from the Sustainable Travel Plan which will have been produced in draft format to inform the engagement. Final recommendations on parking and transport will be presented to Committee prior to the submission of the Stage 2 PfP application.
- 6.16 Once the parking infrastructure has been agreed detailed proposals will be developed to control parking. Proposals will be subject to a further report to this committee later in the year prior to a public consultation and a statutory Traffic Regulation Order (TRO) Consultation.

7. SDNPA EASTERN AREA OFFICE

- 7.1 The Eastern Area office for the South Downs National Park Authority is located in a portacabin in Stanmer Park. These offices are at the end of their useful life and will have to be removed if the HLF Parks for People application is successful. Both the Council and the National Park Authority are keen to retain a National Park base at Stanmer as the park is a key gateway to the Downs.
- 7.2 Various alternative options are being evaluated which include National Park offices within the Home Farm agricultural buildings. In addition to office space the Authority needs an operational base for its Ranger service which could be located in part of the existing Stanmer Workshops or in a new build location. Designs and costs associated with the various options are being developed by the Property and Design Team and further detail will be provided in the February Policy and Resources Committee Report.
- 7.3 The National Park Authority has provided in principle agreement to provide capital and/or revenue funding towards the creation of a new area office.
- 7.4 It is anticipated that more detailed proposals will be presented to Members in July 2016 prior to submission of the final Parks for People Application.

8. NEXT STAGES OF WORK

Date	Milestone
February 2016	P&R Approval for match funding options, permission to assess different management options for the estate
	Draft Conservation Plan
	Completion of surveys (topographical, tree, hydrological etc)
	Completion of investigations (historical, cultural)
	Draft Management & Maintenance Plan
March 2016	Draft Sustainable Travel Plan
April 2016	Completion of design work for Parks for People Application inc Transport & Parking Proposals
June 2016	Completion of Business Plan

	Completion of Interpretation Plan
	Completion of Activity Plan
August 2015	Submission of Stage 2 (Final)HLF Parks for People Application
September – December 2016	Preparation & Consultation on TRO
December 2016	HLF Decision on application
2017	Preparation and procurement (subject to application being successful)
2018	Commencement of site works for PfP application

9 COMMUNITY ENGAGEMENT & CONSULTATION

- 9.1 A significant amount of engagement and consultation has taken place to shape the proposals for Stanmer to date. Numerous public events have taken place and officers have been working with key stakeholders to develop the proposals to their current status.
- 9.2 Further consultation, engagement and information sharing will take place prior to the Stage 2 PfP application being finalised. The proposed Consultation and Engagement Plan is attached as Appendix 3. Key elements of the plan include seeking feedback from residents and stakeholders on the overall Master Plan for the Parks for People Application including recommendations for parking and sustainable transport and consulting on the development of the Activities and Interpretation Plan.
- 9.3 The project team will be engaging with existing stakeholders including businesses and residents in the park as well as working residents who do not currently visit the park. Specific consideration will be given to making Stanmer Park more accessible.

10 CONCLUSION

- 10.1 Stanmer Park has been in decline for many years which has resulted in it being on the At Risk Register. Officers and partners have been working on a programme to secure investment in the Estate and develop a viable business plan and management structure.
- 10.2 The Parks for People Application is a key milestone for the programme. If the application is successful at Stage 2 it will result in significant capital investment in the park and funded management, maintenance and activity plans. It will be a significant step in reversing the decline of the estate.
- 10.3 Work on the Home Farm agricultural buildings is a second key milestone which will be subject to more detailed consideration at Policy & Resources Committee in February. That report will also set out the match funding requirements and options for the Parks for People Application.

11. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 11.1 The costs associated to the production of the Consultation and Engagement Plan and the recommended Sustainable Travel Plan are to be funded as part of the development phase of Stanmer Park Restoration project. It is anticipated that these plans will assist in the application process for the Heritage Lottery Fund stage 2 funding of up to £3.786m.
- 11.2 Following confirmation of the Heritage Lottery Grant funding, the development scheme costs and identified funding sources are provided in the table below. External funding is an important source of income and the grant conditions have been considered to ensure that they are compatible with the aims and objectives of the council.

Heritage Lottery Fund grant	0.291m
Revenue Contribution	£0.079m
External Contributions (SDNPA)	£0.006m
Total	£0.376m

Finance Officer Consulted: Steven Bedford

Date: 18/12/15

Legal Implications:

- 11.3 There are no legal implications to note at this stage.

Lawyer Consulted: Elizabeth Culbert

Date: 17/12/15

Equalities Implications:

- 11.4 The proposed consultation will ensure that underrepresented groups are proactively contacted to respond to the consultation. The Master Plan itself will be subject to an equalities impact assessment. Improving access to the Estate and providing inclusive activities will be one of the key objectives.

Sustainability Implications:

- 11.5 The proposed development of the farm buildings at Stanmer and the development of the Stanmer Park Master Plan fit with the Downland Estate policy, Biosphere objectives to encourage conservation, sustainable social and economic development, tourism and education and research to enhance the natural environment.

SUPPORTING DOCUMENTATION

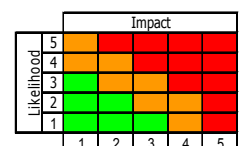
Appendices:

1. Project Risk Register

2. High Level Project Plan
3. Draft Consultation & Engagement Plan
4. Car Park Location Options

PROGRAMME STATUS REPORT

Project:	Stanmer Estate HLF Round 2 Development			DATE:	11/11/2015	
KEY AIMS, OBJECTIVES AND PERFORMANCE:			AUTHORS/OWNERS:	Rob Dumbrill /Ben Shakespeare		
Nr	Top 5 Activities	Programme Status 11/11				
		Target Date	Current Progress	TREND (RAG)		
				Current	Last	Previous
1	Project Team appointment	10/15	complete	0	n/a	n/a
2	Transport and parking decision making process	14/01/16	On target	0	n/a	n/a
3	Conservation plan production	02/15	On Target	0	n/a	n/a
4	Project delivery planning	11/15	On target	0	n/a	n/a
5	Review of project scope	11/15	Ongoing	0	n/a	n/a
Progress made since last report:						
<ul style="list-style-type: none"> Transport and parking decisions making process underway and refining options Depot relocation working group established and options being refined Further work to establish options for SDNPA space requirements is ongoing Periodic user survey and traffic counts undertaken to inform transport and parking decisions Plumpton establishing models for their relocation Nursery/ garden centre appraisal and development options draft report produced Topographic surveys carried out Additional funding for Sustainable transport study acquired 						
Actions During the Next Reporting Period:						
<ul style="list-style-type: none"> More detailed visions for Walled Garden and nursery to be developed in association with Plumpton and BHCC[PC/JP] Decision making on options for SDNPA accommodation [RD/JH/JB] Start to confirm application content [Design Team] Board meeting in December [JJ] Depot decant strategy progress monitoring [RD] Draft Committee paper for permission to consult on project and parking/access issues. [JJ/design Team] Initial consultation with stakeholders on parking options [PC/LUC] Draft engagement plan developed 						
Key Decisions Requiring Input from Others:						
<ul style="list-style-type: none"> Traffic and parking options [BHCC members/stakeholders/ project board] Conservation plan [Project and member board/ stakeholders] Decision will be required on revised capital contribution – £1.1m separating Home Farm and PfP from original Committee decisions [BHCC/SDNPA members] Report to committee in Feb 2016 Relocation of SDNPA [SDNPA/ project team] 						
Major Outstanding Risks, Blockers, Trends and Mitigation Strategy:						
Nr	Risk	Risk Score	Prev Trend	Mitigation Strategy		
1	Depot move strategy not defined	5	0	Small officer working group set up, consisting architect, property manger and city parks officers to progress this. Will include in committee reports.		
2	Parking / traffic issues not resolved	5	0	Careful process of developing options with consultant team, considering these with planning officer engagement, wider engagement with key partners SDNPA, HE and key stakeholder engagement especially with on-site businesses. To ensure realistic plans are produced informed by Sustainable Transport Plan.		



3	Home Farm future not resolved prior to bid	4	0	Property services leading process to resolve future use and development on same timetable as PfP, use of consultants to ensure business model is effective.
4	Unable to meet August 2016 deadline	4		Keep under review, monitor milestones and actions, decision by Feb 16 if moving to Feb 17 application
5	R2 masterplan over budget	3	0	Use cost plan as lead document to develop project, QS to be involved in any changes as process moves forward. Identify project priorities, value engineer if necessary
6	Partnership funding not agreed or not agreed in full	3	0	In changing financial circumstances need to ensure funding decisions are re-affirmed, committee report in Feb 2016, and any gaps identified and filled in timely manner
7	Planning / conservation issues	3	0	Continue meeting with EH and SDNPA to maintain dialogue and timely discussion on issues
8	Plumpton decide not to be as involved as hoped	3		Dialogue with new college Principal to ensure interest is maintained, ongoing discussion.

		Impact				
Likelihood	5					
	4					
	3					
	2					
	1					
		1	2	3	4	5

Inform

	Aim	Method	Lead	Target audience	Timescale
Inform	To launch and publicise the Stanmer Estate redevelopment project	Press releases (external and internal) – newspaper, TV, radio, council magazines etc.	BHCC	Councillors, BHCC staff, local community, local MP's, children and young people, local press, Friends of group, local groups (inc. resident associations), local businesses, neighbouring schools	January - February 2016
		Leaflets and posters advertising consultation events	BHCC	Councillors, BHCC staff, local community, local MP's, children and young people, local press, Friends of group, local groups (inc. resident associations), local businesses, neighbouring schools	January - March 2016
	Inform all stakeholders about the plans for Stanmer	BHCC and partner organisation websites	BHCC	Neighbouring businesses, park users, neighbouring schools, wider business and community	January - August 2016
	Inform all park users of the proposals for the park	Hold a weekend/weekday public consultation event where all users will be able to attend	LUC with BHCC and project team	Local community, local action groups (inc. friends of), children and young people park users	March 2016 (TBC)
		Publicise information on website BHCC and partner organisation websites	BHCC		January - August 2016
		New park working Group to be established	BHCC and Barker Langham	Local community, local action groups (inc. friends of), children and young people park users	- Feb 2016
	Inform internal council stakeholder officers about the project	Hold workshop events for council officer stakeholders	BHCC	Representatives from all council departments	February 2016
	Update stakeholders and individual working groups about the progress of the project	Press releases for the general public	BHCC	Key stakeholders, Project Team, Steering Group, local community, local businesses, individual working groups, councillors	At relevant points throughout the project
		Email updates to the individual working groups	BHCC	Individual working groups (TBC)	January - August 2016
		Update meetings	BHCC	Key stakeholders, Project Team, Steering Group, local community, local businesses, individual working groups, councillors	January - August 2016
	To identify the proposed timelines for the project to allow audience expectation to be managed	BHCC and partner organisation website, in email and update meetings	BHCC with project team	Key stakeholders, Project Team, Steering Group, local community, local businesses, individual working groups, councillors	January 2016
	To inform audiences on the amount of funds that need to be raised for the project	BHCC and partner organisation website, consultation events	BHCC	Key stakeholders, Project Team, Steering Group, local community, local businesses, individual working groups, councillors	January - August 2016
		Encourage the local community to get involved with fundraising	BHCC with project team	Key stakeholders, Project Team, Steering Group, local community, local businesses, individual working groups, councillors	January - August 2016
	To share information with other Local Authorities	Via weblinks, and more detailed presentation available on-line, Park tours	BHCC	Surrounding local authorities	January - August 2016

	Aim	Method	Lead	Target audience	Timescale
	To establish the current facilities in the park	Baseline study of current facilities	BHCC	Project Team, Steering Group, community groups, council officers, individual working groups	January - April 2016
Consult	To establish community support for the project	Meeting with key members of staff and community groups	BHCC with project team	Local community, park users, friend of group, local active groups, council officers, local businesses	January - April 2016
	To consult with the local area on the park development	Meeting with local communities and local groups	BHCC with project team	Local community, park users, friend of group, local active groups, council officers, local businesses	January - April 2016
	To brief the local communities and surrounding businesses on the park development proposals	Drop in consultation events	BHCC	Local businesses, stakeholders, surrounding community	January - August 2016
	To advertise consultation events within the local communities	Display posters and flyers	BHCC	Local community, park users, friend of group, local active groups, council officers, local businesses	January - April 2016
	To present preliminary designs of areas within the park and the overall masterplan	Consultation event	LUC with BHCC and project team	Local community, park users, friend of group, local active groups, council officers, local businesses	Weekend in March 2016 (TBC)
		BHCC website, linked to partner websites	BHCC	Local community, park users, friend of group, local active groups, council officers, local businesses, young people, parents local schools	March 2016
	To establish understanding of any barriers and key requirements for project target audiences in developing the learning programme	Identify list of organisations that represent project target audiences that could be contacted	Barker Langham	Project target audience: Local schools, young people; BAME audiences; people in deprived areas particularly the estates of Moulseccomb and Coldean; NEETS; older people; people with mental health issues and disabilities.	January - February 2016
		Phone calls, meetings, interviews, focus groups (TBC), to identify key groups for engagement, and to understand barriers.	Barker Langham	Project target audience: Local schools, young people; BAME audiences; people in deprived areas particularly the estates of Moulseccomb and Coldean; NEETS; older people; people with mental health issues and disabilities.	January - March 2016
	To establish interest and capacity from volunteering and training organisations to support the delivery of the project learning and activity programme	Phone calls, meetings, interviews (TBC), to identify key potential project partners and facilitators	Barker Langham	Local, regional and national voluntary agencies, local community and education groups, training providers.	January - March 2016

Involve & Empower

	Aim	Method	Lead	Target audience	Timescale
	Provide communities with a Project Contact	Regular contact with a community representative	BHCC	Community groups, emerging Friends of group, Project Team, individual working groups	January - August 2016
	To ensure the Project Board and Project Team disseminate project updates	Two way feedback and monthly project team meetings	BHCC and LUC	Project Board, Project Team,	January - August 2016
	To identify how local views have been incorporated into the designs	Community sign off for the park masterplan and designs of individual areas, feedback to be recorded	BHCC and LUC	Community groups, individual identified working groups	January - August 2016
	To encourage local community groups to be involved in the fundraising for the park developments	Information about funding, fundraising and project ideas, exploring related projects (e.g. Stanmer Church)	BHCC and project team	Community groups, local residents, park users	January - August 2016
	To ensure community buy in and ownership of the project through the longer term establishment of a new Stanmer Friends Group	Identify public interest and identify potential lead community members to support initial development of the Friends group.	BHCC, Barker Langham & project team	Community groups, local residents, park users	January - March 2016
		Develop formal Friends Group / Working Group	BHCC, Barker Langham & project team	Community groups, local residents, park users	Feb - August 2016
		Input from Friends/ Working Group in the development of the long term Management & Maintenance Plan	BHCC, LUC & project team	Working Group members	March - August 2016
	To work with identified groups within the area that represent target audiences to develop the HLF Activity Plan programme	Phone calls, meetings, interviews, focus groups (TBC), to identify key groups for engagement.	Barker Langham	Project target audience: Local schools, young people; BAME audiences; people in deprived areas particularly the estates of Moulsecoomb and Coldean; NEETS; older people; people with mental health issues and disabilities.	January - February 2016
		Analysis of consultation and engagement to begin to develop shortlist of project activities (HLF Activity Plan)	Barker Langham	Project target audience: Local schools, young people; BAME audiences; people in deprived areas particularly the estates of Moulsecoomb and Coldean; NEETS; older people; people with mental health issues and disabilities.	March - April 2016
		Development of detailed, costed programme of project activities and community letters of support (final HLF Activity Plan)	Barker Langham	Project target audience: Local schools, young people; BAME audiences; people in deprived areas particularly the estates of Moulsecoomb and Coldean; NEETS; older people; people with mental health issues and disabilities.	April - May 2016
	To work with identified volunteer and training organisations to develop the HLF Activity Plan programme. Develop formal agreements to ensure long term commitment to deliver programme.	Phone calls, meetings, interviews, focus groups (TBC), to identify key groups for engagement.	Barker Langham with BHCC	Local, regional and national voluntary agencies, local community and education groups, training providers.	January - February 2016
		Analysis of consultation and engagement to develop shortlist of project activities (HLF Activity Plan)	Barker Langham with BHCC	Local, regional and national voluntary agencies, local community and education groups, training providers.	March - April 2016
		Development of detailed, costed programme of project activities and secure partner/ facilitator letters of support (final HLF Activity Plan)	Barker Langham with BHCC	Local, regional and national voluntary agencies, local community and education groups, training providers.	April - May 2016



Approximate total existing parking spaces: 395

- Legend**
- Park boundary
 - Woodland & trees
 - General Grassland & Scrub
 - Lawn
 - Gardens
 - Nursery / Vegetable Plots
 - Arable Area
 - Listed Building / Structure
 - House
 - Barn / Office / Greenhouse
 - Pond
 - Road (Tarmac)
 - Track / Path
 - Car Park
 - Yard
 - Public Right of Way - Byway
 - Public Row - Footpath
 - Archaeological feature
 - Contours
 - 320 Parking mainly by visitors
 - 45 Parking mainly by staff
 - 30 Parking mainly by residents

ISSI	AM	AW
A	19	10/15
B	23	10/15

Other parking areas marked

LUC
 43 Chalkon Street
 LONDON NW1 1JD
 T: 020 7383 5784
 F: 020 7383 4798
 london@landuse.co.uk
 www.landuse.co.uk

Project: Stammer Park
 Client: Brighton & Hove City Council
 Title: Existing Car Parks

Scale: 1:7000 @ A3
 Job No: 6625
 Drawing No: 009
 Status: For Information
 Issue: B





OPTION 1: New Central

Off plan
Upper Lodges & Chalk Hill

Volunteers

Village

Home Farm

Church

Stammer House

Stammer House Garden

New Central

Monument

Old Nissen Huts

Green Drive

Old Lodge Clump

Fountain

vehicle exit route
coach drop off

Lower Lodges West

Lower Lodges East

Lower Lodges Depot

overflow parking
standard parking

Legend

- Park boundary
- Woodland & trees
- General Grassland & Scrub
- Lawn
- Nursery / Vegetable Plots
- Arable Area
- Listed Building / Structure
- House
- Barn / Office / Greenhouse
- Pond
- Road (Tarmac)
- Track / Path
- Car Park
- Yard
- Primary vehicle routes
- Primary pedestrian routes
- Archaeological feature
- Contours
- Parking mainly by visitors
- Parking mainly by staff
- Parking mainly by residents
- Car park returned to parkland



Code	Description	SSS	AM	AW	
D	20.11.15	Propagate updated	SSS	AM	AW
C	19.11.15	Propagate updated	SSS	AM	AW
B	28.10.15	Propagate updated	SSS	AM	AW
A	21.10.15	Final Issue	SSS	AM	AW
SSS	Date	Issue Name	SSS	AM	AW

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Project
Stammer Park
HLF Stage II

Client
Brighton & Hove City Council

Title
Proposed Car Parks
Option 1: New Central

Scale
1:4000@A3

Status
For Report

Job No.
6625

Drawing No.
021

Issue
D

Engineering & Design Outputs of Land Use Consultants



OPTION 2: Patchway

Off plan

Upper Lodges & Chalk Hill

Volunteers

Patchway

overflow parking
standard parking

Village

Home Farm

Church

Stammer House
Road

Stammer House
Garden

vehicle exit route

potential coach drop off

Monument

Old Nissen
Huts

Green Drive

Old Lodge
Clump

Fountain

Lower Lodges
West

Lower Lodges
East

Lower Lodges
Depot

overflow parking
standard parking

Legend

- Park boundary
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- Lawn
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Code	Description	SSS	AM	AW	
D	20.11.15	Propagate updated	SSS	AM	AW
C	19.11.15	Propagate updated	SSS	AM	AW
B	28.10.15	Propagate updated	SSS	AM	AW
A	21.10.15	Final Issue	SSS	AM	AW
SSS	Date	Issue Name	SSS	AM	AW

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 43 Chalton Street
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 www.landuse.co.uk

Project
Stammer Park
HLF Stage II

Client
Brighton & Hove City Council

Title
Proposed Car Parks
Option 2: Patchway

Scale
1:4000@A3

Status
For Report

Job No.
6625

Drawing No.
022

Issue
D

