





**Brighton & Hove
City Council**

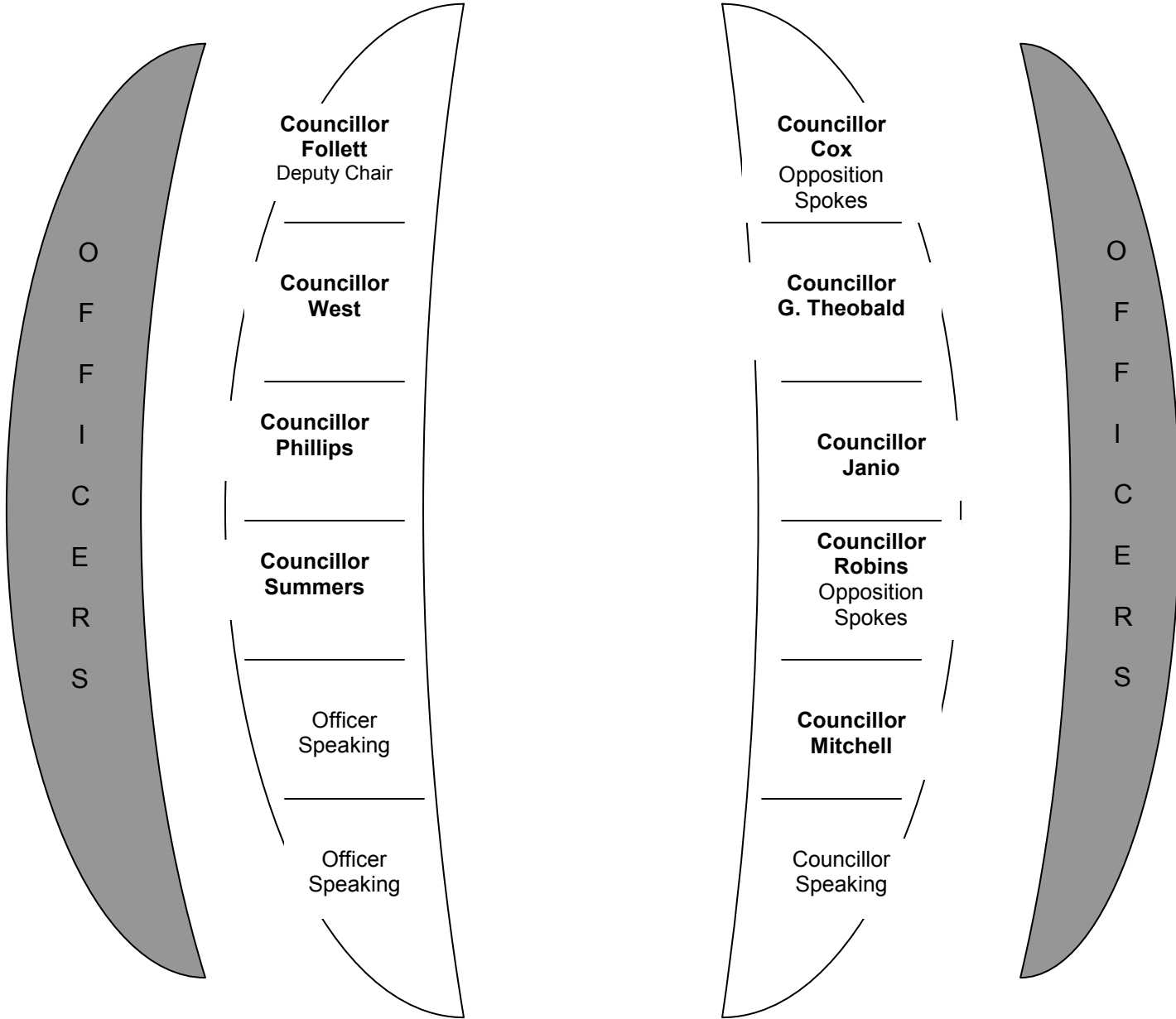
Transport Committee

Title:	Transport Committee
Date:	2 October 2012
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: Davey (Chair), Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Mitchell, Phillips, Robins, Summers, G Theobald and West
Contact:	John Peel Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk

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Democratic Services: Transport Committee

Legal Officer	Councillor Davey Chair	Strategic Director Place	Democratic Services Officer
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AGENDA

PART ONE

Page

12. PROCEDURAL BUSINESS

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

In each case, you need to declare

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

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

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

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

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

13. MINUTES

1 - 10

To consider the minutes of the meeting held on 10 July 2012 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

14. CHAIR'S COMMUNICATIONS

15. CALL OVER

- (a) Items 18-24 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.

16. PUBLIC INVOLVEMENT

11 - 18

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

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself (copy attached)
 - (i) Increased Parking Charges on Whitehawk Road
 - (ii) Pedestrianisation of Boyces Street
 - (iii) Buses on Queens Road
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 25 September 2012.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 25 September 2012 (copy attached).
 - (i) Prevent the City Sightseeing Bus being routed through Sussex Square and Lewes Crescent
 - (ii) Changes to loading times, business consultation and rises in parking charges and their effect on business in the city
 - (iii) Loading issues on Queens Place

17. MEMBER INVOLVEMENT

19 - 24

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions submitted to the full Council or at the meeting itself;
- (b) **Written Questions:** To consider any written questions; (copy attached)
 - (i) Councillor Mitchell- Junction between Goldstone Crescent and King George V1 Avenue
- (c) **Letters:** To consider any letters; (copy attached)
 - (i) Councillor Marsh- Taxi Rank removal, The Avenue, Bevendean
 - (ii) Councillor Mitchell- Request for review of parking tariffs in the city.

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- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

- 18. PARKING ANNUAL REPORT 2011/12** **25 - 74**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer:* Paul Nicholls *Tel:* 29-3287
Ward Affected: All Wards
- 19. PARKING RESTRICTIONS TRAFFIC ORDER** **75 - 104**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer:* Charles Field *Tel:* 29-3329
Ward Affected: All Wards
- 20. BRIGHTON STATION GATEWAY PREFERRED OPTION** **105 - 134**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer:* Jim Mayor *Tel:* 29-4164
Ward Affected: All Wards
- 21. LEWES ROAD SCHEME - CONSULTATION RESULTS AND WAY FORWARD** **135 - 162**
- Report of the Strategic Director, Place (copy attached)
- Contact Officer:* Robin Reed *Tel:* 29-3856
Ward Affected: Hanover & Elm Grove;
Hollingdean & Stanmer;
Moulsecoomb &
Bevendean; Preston
Park; St Peter's & North
Laine
- 22. HIGHWAYS WINTER SERVICE PLAN 2012-13** **163 - 234**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer:* Christina Liassides *Tel:* 29-2036
Ward Affected: All Wards
- 23. OLD TOWN TRANSPORT PLAN** **235 - 298**
- Report of the Strategic Director, Place (copy attached).
- Contact Officer:* Tom Campbell *Tel:* 29-3328
Ward Affected: Regency

TRANSPORT COMMITTEE

24. MULTI OPERATOR BUS TICKETING

(Verbal Update)

Contact Officer: Nick Mitchell

Tel: 29-2481

25. ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to the 26 October 2012 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, each Group may specify one further item to be included by notifying the Chief Executive no later than 10.00am on the eighth working day before the Council meeting to which the report is to be made, or if the Committee meeting takes place after this deadline, immediately at the conclusion of the Committee meeting.

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

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

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk. Agendas are available to view five working days prior to the meeting date.

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

For further details and general enquiries about this meeting contact John Peel, (01273 291058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Monday, 24 September 2012

BRIGHTON & HOVE CITY COUNCIL

TRANSPORT COMMITTEE

4.00pm 10 JULY 2012

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor Davey (Chair)

Also in attendance: Councillor Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Mitchell, Phillips, Robins, Summers, G Theobald and West

Other Members present: Councillors Hawtree, Jarrett, Jones, Wakefield

PART ONE

1. PROCEDURAL BUSINESS

1(a) Disclosable Pecuniary Interests

- 1.1 Councillor Robins disclosed that his employer was referred to on page 115 of the agenda however, he was unsure as to the new regulations on interests.
- 1.2 The Acting Assistant Head of Law clarified that the rules on declarations of interests had recently changed and that the new Code of Conduct for Brighton & Hove would come into force on 19th July. In the period between 1st and 19th July, Members were required to declare Disclosable Pecuniary Interests not already included in the register of interests (as defined in the Disclosable Pecuniary Interests Regulations) only. This reference was not a DPI under the new rules.

1(b) Exclusion of press and public

- 1.3 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 100I(1) of the Act).
- 1.4 **RESOLVED-** That the press and public not be excluded from the meeting.

2. CONSTITUTIONAL MATTERS

- 2.1 The Committee considered a report of the Monitoring Officer that provided information on the committee's Terms of Reference and related matters including the appointment of its urgency sub-committee.

2.2 RESOLVED-

1. That the committee's terms of reference, as set out in Appendix A to the report, be noted.
2. That the establishment of an Urgency Sub-Committee consisting of the Chair of the Committee and two other Members (nominated in accordance with the scheme for the allocation of seats for committees), to exercise its powers in relation to matters of urgency, on which it is necessary to make a decision before the next ordinary meeting of the Committee be approved.

3. MINUTES- FOR INFORMATION

- 3.1 **RESOLVED-** That the minutes of the previous Environment, Transport and Sustainability Cabinet Member Meetings held on 27 March and 4 May be noted.

4. CHAIR'S COMMUNICATIONS

- 4.1 In his communications, the Chair welcomed Members to the first Transport Committee. He explained that Transport issues represented some of the biggest challenges in the city and balanced the needs of residents, visitors and businesses alike. Some of these issues would be difficult and challenging but they also represented an opportunity for change. He added that he looked forward to working with the other Members of the Committee in finding the best outcomes for the City's needs.

5. CALL OVER

- 5.1 **RESOLVED-** That all items on the agenda be reserved for discussion.

6. PUBLIC INVOLVEMENT

- 6.1 Clare Tikly presented a petition signed by 421 people requesting the introduction of 20mph speed limits on the roads around St Ann's Well Gardens, Hove.

- 6.2 Councillor Davey provided the following response:

"Thank you for presenting this petition. Proposals for rolling out 20mph speed limits across the city over the next four years were agreed at the Cabinet Member Meeting on 4 May.

I am pleased to confirm that these proposals are currently being consulted on. The consultation continues until 10 August and we welcome comments and hope residents will take part in this process.

The first phase of this scheme includes the area around St Anne's Well Gardens and I can reassure you that all the streets that you mention are included.

Once the consultation is completed, it is expected that we can start implementing the first phase this financial year".

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

7. ISSUES RAISED BY MEMBERS

7b Written Questions from Councillors

7b(i) Councillor Cox- Poets' Corner

7b(i).1 Councillor Cox presented a letter regarding concerns from local residents about Poets' Corner being used as a cut through road.

7b(i).2 Councillor Davey presented the following response:

'Thank you for your question. The layout of this junction was changed in 2008 to bring the pedestrian crossing facilities up to standard in order to make it easier and safer to cross in all directions, particularly those going to and from the shops in Blatchington Road.

This has greatly improved the facilities and safety for pedestrians in the vicinity.

Adding the traffic island in Blatchington Road has meant reducing traffic to one lane turning into Sackville Road. This has made journey times a little slower, although all traffic signals across the junctions are linked and coordinated so that north bound traffic leaving Blatchington Road goes through a green light when it reaches Sackville Road.

Of course we can't prevent some drivers choosing a different route to make their journey. But what we have done is introduce traffic calming measures and a 20mph speed limit in Poets Corner to discourage this and ensure drivers keep their speed down'.

7b(i).3 **RESOLVED-** That the Written Question be noted.

7b(ii) New England Road Railway Bridge- Councillor Mitchell

7b(ii).1 Councillor Mitchell presented a letter asking for clarification on action being taken in conjunction with Network Rail to improve the deteriorated condition of New England Bridge.

7b(ii).2 Councillor Davey presented the following response:

‘Thank you for your question Councillor. I can fully understand residents’ concerns about the unpleasant nature of the problem that has arisen because of the pigeon netting.

Council officers did take up this matter promptly with Network Rail earlier in the year, but despite two letters being sent, no response was received. A formal application has now been made to resolve this matter, and Network Rail has confirmed that it will inspect the site before the end of this month. It does have a duty to prevent problems like this and as soon as they have formally agreed to repair the pigeon netting, we will press them to do this at the earliest possible opportunity.

In the meantime, street cleansing by Cityclean has been taking place regularly and as part of this a ‘deep clean’ was in fact planned to take place during the last few days’.

7b(ii).3 Councillor Mitchell thanked Councillor Davey for his response and asked, if possible, that the overgrown shrubbery near to the bridge could be cut back.

7b(ii).4 **RESOLVED-** That the Written Question be noted.

7c Letters

7c(i) Doctors Parking Bay- Councillor Jones

7c(i).1 Councillor Jones presented a Letter requesting the installation of a single doctor parking bay outside The haven GP Practice.

7c(i).2 Councillor Davey provided the following response:

‘Thank you for your letter.

As you can appreciate in order for any changes to be made, the proposals need to be put to the public, in the form of a draft Traffic Order, followed by the correct signing and lining on site (or removal of them) if the proposals are approved. This requires substantial time and cost as we receive many such requests from all over the city.

Previously we have batched up these requests for advertising twice a year.

Unfortunately you are no doubt aware that there are national and local budget savings required given the current economic situation. As part of the 2012/13 budget implications, it was agreed at Full Budget Council that it was no longer possible in the future to carry out any more changes to parking restrictions outside of resident parking schemes under the Parking Infrastructure budget, with the exception of disabled bay requests.

We also need to consider the ongoing cost of maintenance for signing & lining and need to keep new proposals to a minimum. This is because there is no budget within Parking Infrastructure for additional maintenance and we already have a substantial amount of lining and signing throughout Brighton & Hove that we must support with the existing budget.

I’m afraid that although we realise the benefit of the doctor’s bay, we are unable to provide such additional measures across the city. However, if the Surgery could make a contribution to the work, the request may be viable and would be at a reduced amount than doing so commercially.’

7c(i).3 Councillor Jones thanked Councillor Davey for the proposal which he would relay back to his resident.

7c(i).4 **RESOLVED-** That the Letter be noted.

7c(ii) Parking in Sudeley Terrace- Councillor Mitchell

7c(ii).1 Councillor Mitchell presented a Letter requesting more resident-only parking bays in the Sudeley Terrace area.

7c(ii).2 Councillor Davey provided the following response:

‘Last year officers did investigate Sudeley Terrace following the request to convert parking to resident only bays where they are currently shared Pay and Display. This was in response to a petition received at a previous meeting.

We do sympathise with the parking situation for residents in Sudeley Terrace, and understand their fears about potential parking pressures. However, in this particular case we do not feel it is appropriate to make changes to the bays in this road.

The two main reasons are because there are concerns about displacement as visitors are likely to park in the next roads along on shared bays creating the same problem and because the Council also has to consider the needs of all users in the area and ensure an adequate amount of visitor parking for the hospital within easy walking distance.

Residents can park in shared bays so there are still opportunities on-street, although we are happy to re-visit the situation at a later stage once the hospital development is complete’.

7c(ii).3 **RESOLVED-** That the Letter be noted.

8. INTRODUCTION TO TRANSPORT COMMITTEE- PRESENTATION

8.1 The Committee considered a verbal presentation from the Strategic Director, Place that included suggested key issues & Work Programme Priorities.

8.2 Councillor Cox asked what costs the Council incurred in submitting bids for European Union (EU) funding.

8.3 The Strategic Director, Place replied that he would have to research this more fully but that he believed that the resource from every bid surpassed expenditure.

8.4 **RESOLVED-** That the Committee note the verbal presentation.

9. RICHMOND HEIGHTS AND CANNING STREET RESIDENT PARKING SCHEMES - FORMAL TRO CONSULTATION RESULTS

- 9.1 The Committee considered a report of the Strategic Director, Place that addressed comments and objections to the draft traffic regulation orders in relation to the proposed inclusion of Canning Street into the Area H resident parking scheme and the inclusion of Richmond Heights into the Area C resident parking scheme.
- 9.2 Councillor Theobald asked for the views of the relevant ward councillors for the areas as these were not contained within the agenda.
- 9.3 The Parking Infrastructure Manager confirmed that he had met with the relevant ward councillors and they had expressed their support for the proposals.
- 9.4 Councillor Theobald asked if ward councillors for Hanover & Elm Grove had also been contacted.
- 9.5 The Parking Infrastructure Manager stated that he had and they had also supported the proposals. Councillor Follett supplemented that he was one of the Councillors for Hanover & Elm Grove ward and he and the others, supported the proposals.
- 9.6 Councillor Mitchell expressed her support for the proposals and asked that officers monitor any displacement arising from the changes.
- 9.7 Councillor Janio enquired as to what was meant by 'subsequent requests' in recommendation 2.2.
- 9.8 The Parking Infrastructure Manager clarified that this would include, for example, requests for motorcycle bays and other types of support for residents.
- 9.9 **RESOLVED-**

1. That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;
- (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (Areas C and H extensions) TRO-13a-2012
- (b) Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.* 20** TRO-13b-2012
- (c) Brighton & Hove (Various Roads) (One-Way Traffic) Order No.2 20** TRO-13c-2012
2. That any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

10. BRIGHTON STATION GATEWAY PROGRESS REPORT

- 10.1 The Committee considered a report of the Strategic Director, Place that outlined the results from recent feedback on design options for the Brighton Station Gateway project and sought a decision on the next steps in the process.
- 10.2 Councillor Robins noted that the consultation results had found that 64% of people walk to Brighton Station. He did not believe this figure to be accurate which in turn could impact upon the preferred design scheme.
- 10.3 The Project Manager clarified that he would provide the statistical information to Councillor Robins. These results were supported by the videos taken by the Transport team that demonstrated a greater percentage of people arriving at Brighton Station on foot. Furthermore, the design would not be based on these percentages alone but focussed on trends in the results.
- 10.4 Councillor Mitchell explained that she had several concerns about the project. She did not believe the consultation had been properly conducted as hard-copies had only been distributed to households within a walking distance which may have distorted the arrival results. Councillor Mitchell added that she did not believe any of designs would provide a difference. The city was growing and there needed to be bolder, longer term solution with serious consideration given to traffic interchange. Councillor Mitchell also had great concern that the Committee would have no influence over the design option on the preferred option for the final round of consultation in September. Councillor Mitchell stated her intention to abstain on a vote on the report.
- 10.5 Councillor Davey noted that the Transport team had experience many delays in there discussions with Network Rail and Southern Trains.
- 10.6 Councillor Follett stated that he understood Councillor Mitchell's concerns however; he believed the report was honest and clear and had taken a sensible approach by representing a combination of views.
- 10.7 Councillor West stated that he agreed with Councillor Mitchell's request for a bold approach. He was ward councillor for the area and felt there was a need for considerable change but it was necessary to trust officers to devise a reliable and innovative proposal. Councillor West gave London Victoria Station as an example of a bold approach to traffic interchange measures.
- 10.8 Councillor Janio expressed his fears for motorists who he believed had been negatively impacted by a succession of policies. He also felt that the proposals hinged upon the outcome of plans for cycle storage at the station. He asked if recommendation 2.2 could be amended so that the Committee could consider options further before going to the final stage of public consultation.

10.9 Councillor Theobald stated that he believed the traffic problems could be alleviated somewhat by addressing links from the Seven Dials area. He also the positioning of the bus stop was an extremely difficult issue.

10.10 Councillor Davey enquired as to the impact on the consultation process if a preferred option was brought back to Committee in October before going to a further round of public consultation.

10.11 The Project Manager clarified that this would add a month to two month delay to the process.

10.12 Councillor Davey moved an amendment to the recommendation 2.2 to read (shown in bold):

2.2 That Committee agrees that a preferred option should be developed drawing on feedback received **to date and that this is brought back to Committee for approval** prior to a further round of public consultation ~~to agree the final layout of the Brighton Station Gateway scheme.~~

10.13 Councillor Follett formally seconded the amendment.

10.14 **RESOLVED-**

1. That Committee notes the results of the recent public consultation on options for Brighton Station Gateway.
2. That Committee agrees that a preferred option should be developed drawing on feedback received to date and that this is brought back to Committee for approval prior to a further round of public consultation.

11. VALLEY GARDENS CONSULTATION & PROGRESS REPORT

11.1 The Committee considered a report of the Strategic Director, Place that provided a progress update on the delivery plan for the enhancement of Valley Gardens.

11.2 The Strategic Director, Place and the Acting Assistant Head of Law proposed that the Committee consider additional wording to recommendation 2.2 to read (shown in bold):

2.2 That Committee authorises officers to develop a draft design option(s) ahead of public consultation as set out in the main body of the report **and subsequently to bring a preferred and costed option(s) back to Committee for decision.**

11.3 The Chair and Committee agreed to the proposed amendment to recommendation 2.2.

11.4 Councillor Davey thanked officers for the report. He recommended that Members read the Public Realm analysis conducted particularly the information on the number of crossings in the area. Councillor Davey relayed that the Transport Model would be used on the project.

- 11.5 Councillor West noted that Valley Gardens was a central part of the city landscape that had effectively become a series of traffic islands. He welcomed improvements to the area and hoped it would become a better area to live in and visit.
- 11.6 Councillor Mitchell supported the proposals and hoped they would enhance the area.
- 11.7 Councillor Janio noted his support for the project and his agreement with the use of the Transport Model. He hoped the changes would improve traffic flow.
- 11.8 Councillor Summers expressed her belief that residents and businesses would welcome the proposals and she was pleased that changes to the Pool Valley area were also being examined.
- 11.9 Councillor Cox noted that he was in favour of the re-development of the area which no longer worked effectively for motorists, cyclists or pedestrians. Councillor Cox referred to the National Gallery in London where similar proposals had been extremely effective.
- 11.10 Councillor Robins believed the area had suffered from the popularity of the seafront and the proposals would reverse that effect, making Valley Gardens an enjoyable place.
- 11.11 **RESOLVED-**
1. That Committee notes the results of initial scoping consultation and agrees the resulting design brief for the project.
 2. That Committee authorises officers to develop a draft design option(s) ahead of public consultation as set out in the main body of the report and subsequently to bring a preferred and costed option(s) back to Committee for decision.

The meeting concluded at 6.03pm

Signed

Chair

Dated this

day of

Subject: Petitions
Date of Meeting: 2 October 2012
Report of: Strategic Director, Resources
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Key Decision: No
Wards Affected: Various

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

- 1.1 To receive any petitions presented at Council, 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) Increased Parking Charges on Whitehawk Road**

To receive the following Petition presented at Full Council on 19 July 2012 by Councillor Mitchell and signed by 88 people:

"Petition to lobby Brighton and Hove City Council's increase in parking tariff"

3. (ii) Pedestrianisation of Boyces Street

To receive the following Petition presented at Full Council on 19 July 2012 by Councillor Ania Kitcat and signed by 15 people:

“The businesses and residents of Boyces Street in the Regency ward of Brighton & Hove support the pedestrianisation/pedestrian prioritisation of the street and formally request the City Council to commence the process to bring this about”

3. (iii) Buses on Queens Road

To receive the following paper petition submitted by Mr McGrath and signed by 249 people:

“We the undersigned would like to object to the large number of buses which are constantly parked for long periods of time with their engines running in the Queens Road, Brighton station area. One of our major concerns is the unacceptable noise and air pollution caused by these buses. We therefore request an investigation into the air pollution levels and noise pollution caused by the large number of buses in the Queens Road, Brighton Station area. We would also like it noted that the one way system has worked well although we are again concerned at the lack of parking facilities for disabled drivers and space for deliveries”.

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

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

Two Deputations received:

- (i) **Deputation - To prevent the City Sightseeing Bus being routed through Sussex Square and Lewes Crescent (East)** (referred from the Full Council meeting of 19 July 2012)

(Spokesperson) - Mr Christopher Goss

On 3 March, the City Sightseeing Bus, operated by the Brighton and Hove Bus and Coach Company, was re-routed down the east side of Sussex Square and Lewes Crescent, from Eastern Road down to Marine Parade. The Company obtained a summer 2012 permit for the re-routing from the Office of the Traffic Commissioner from 3 March. The buses run daily at half hourly intervals from 10.35am to 6.35pm, that is 17 journeys per day, from 28 April till 16 September, then with reduced frequency until end September. This deputation is from the residents and requests the Council to take the necessary steps to prevent the bus being routed through Sussex Square/Lewes Crescent once the current permit has expired.

Sussex Square and Lewes Crescent, along with Arundel Terrace and Chichester Terrace, form the Kemp Town Estate, which has a Grade 1 listing. The Estate is a beautiful and cherished part of Brighton and we as residents want to share it with our Brighton community. We believe, however, that riding on a double decker bus, of up to 18 tons fully laden, which is travelling at speed through the Estate is not the way to enjoy, preserve and share its beauty and atmosphere. We believe that the bus is endangering the Estate's inhabitants. Many of the buses run empty or nearly empty, which is not good in terms of fuel use and maintenance, climate change and the environment. Scheduled bus services have never before run through the Estate.

We believe the Estate should be kept as a relaxed pedestrian area which all can share. We very much welcome visitors but believe strongly that the Estate can best be enjoyed on foot. For those unable to explore it on foot, the best way to get a good view of the buildings and gardens in their entirety is from the bus on Marine Parade or Eastern Road. The viewer does not gain much in addition from seeing just a few of the houses up close. We are also concerned that the bus will set a precedent in changing the road from being mostly residential to one with broader commercial use which will be very detrimental to the Estate.

This deputation by the residents has the full support of the Kemp Town Society. We will present to the Council at its meeting on 19 July an accompanying petition from local residents. The Brunswick and Adelaide Residents' Group, (covering Adelaide

Crescent, Brunswick Square - which is also Grade 1 listed - and Lansdowne Place), also supports this Deputation. Tour buses passed through Brunswick Square at one time but no longer do so.

We understand that the Council's Conservation Advisory Group (CAG), at their 24 April 2012 meeting, discussed the re-routing of the bus through the Estate and that the Group agreed that it should write to the bus company expressing its concern and that the KTS should raise this concern with its members. We understand that CAG's concerns are similar to those raised in this deputation.

We were also heartened to hear of the strong action taken by the Bath Council in 1998 when the safety and environment of the Royal Crescent in Bath (in particular the historical cobbled roadway) was endangered by sightseeing buses. The Council there arranged a public enquiry which resulted in the closure of one end of the Crescent to prevent through traffic. We also understand that the closure has yielded unexpected benefits to the Crescent from enabling visitors and residents to enjoy a peaceful and relaxed primarily pedestrian environment in the Crescent.

Response provided at the Full Council meeting of 19 July 2012:

Councillor Davey, Chair of the Transport Committee

"The authority has very limited power to force a bus company to change a route. I've been given a letter by the conservation advisory group to Mr French just a couple of days ago. What I suggest is that we pass the petition on to the bus company and I'll put a covering letter in with that and it will come to the next transport committee. So I think if the bus company do not agree to reroute it this summer, at the transport committee this October it is discussed as a committee and then with you present, the committee if it should be so minded could write to Mr French, to the bus company and to the transport commissioner expressing concerns about that route so I think we can work together on taking this forward."

Annex: Summary of Engineer's Opinion and other Supporting Information and Photographs

1. Safety

We engaged the engineers Hemsley Orrell Partnership to provide an opinion on the safety aspects. A copy of their report has been provided to the Council and its findings are summarized here.

There are communal gardens in the middle of the Estate which all the flats and houses in the Estate own and maintain together. The owners and tenants use the gardens very extensively as their main outdoor living space as few of the flats have their own gardens. There is therefore a continual pedestrian flow across the road where the bus currently runs, of residents from the flats and houses to three garden gates. The first gate is just below the point where the bus turns from Eastern Road into Sussex Square. The second is right on the sharp bend half way down the road. The Appendix to the engineer's report has an aerial view of the Estate and the bus route. It also contains 6 photos, the first four of which are reproduced below and which show the bus rounding the sharp bend; photos 5 and 6 in the report show the bus entering Sussex Square from Eastern road near the top gate.

As shown in photos 1-4 below, the bus has to cross the centre line of the road into the path of oncoming traffic in order to round the sharp bend. This makes it difficult for it to pass oncoming vehicles, which are forced by the bus to go close to the railings, and so also become a danger to pedestrians, especially those entering or leaving the gardens. The road's overall profile is also ill-suited for regular use by large vehicles, because it is relatively narrow and its sides along its entire length have an unusually steep camber, so buses drive near the middle of the road, even away from the sharp bend. There is little warning time for pedestrians when the bus turns off Eastern Road, before it passes the first garden gate.

A large proportion of the pedestrians at risk are children and old people who are used to the road being quiet, with only neighbourhood cars and the occasional delivery vehicle moving along it. They are not prepared for a large bus travelling at speed and this is especially risky for small children, who may be less cautious and whose sight lines may be impeded by the parked cars, and for the elderly whose reaction times are slower. The added care needed to cross the road also reduces the enjoyment of the garden.

2. Integrity of the Buildings

Under the Grade 1 listing rules, the residents are required to preserve the buildings and adhere to very strict guidelines regarding the avoidance of harm or change to the structures and their appearance. We believe that this strict avoidance of harm criterion should be applied to avoid any risk of damage to the buildings and the environs from unnecessary vehicle traffic. The road is edged on the garden side by unusual steeply sloping cobble gutters, which are original from when the Estate was built and are probably fragile and at risk from the passage of regular heavy traffic. Cellars are located under the pavement to the front of the houses; in some cases these extend about 1.5 metres under the road itself and some of the cellars have been converted to full residential use. While the consultant engineers consider it would be difficult to establish a

definitive connection between regular passage of buses and structural damage to the buildings, why subject the buildings and road to this unnecessary risk?

3. Photographs: Bus at sharp bend at Sussex Square/ Lewes Crescent/ access gate to communal gardens.

Photo 1: Bus and cars entering bend in opposite directions at the same time.



Photo 2: Bus swings out to avoid parked vehicles. Oncoming cars pull tight to left.



Photo 3: Cars pass bus at pedestrian access to communal gardens



Photo 4: Bus swings wide into opposite lane at pedestrian access gate.



- (ii) Deputation on behalf of the Western and Church Rd Traders Association regarding changes to loading times, business consultation and rises in parking charges and their effect on business in the city.**

(Spokesperson) - Mr Adam Campbell (St Peter's & North Laine)

- (iii) Deputation on loading issues on Queens Place.**

(Spokesperson)- Vicky Wilson

Mark Wall
Head of Democratic Services
Brighton & Hove City Council

Dear Mark,

Please could this councillor written question be placed on the agenda for the Transport Committee meeting on 2nd October.

“Given the continuing safety concerns about the junction between Goldstone Crescent and King George V1 Avenue, particularly when making a right turn from Goldstone Crescent into the fast, downhill traffic from Hangleton, could the Chair of the Transport Committee confirm whether there are any plans to make this junction safer. The long queue of vehicles waiting to exit the junction from Goldstone Crescent means that drivers are pressured into making unsafe decisions as when to pull out as well as creating a noisy and polluting environment for local residents.

Would the Chair of the Transport Committee confirm whether any safety reviews of this junction have been undertaken recently and whether any are planned.”

Yours Sincerely,

Councillor Gill Mitchell
Leader of the Labour and Co-operative Group

Councillor Ian Davey (Chair)
and Members of the Transport Committee

Date: 29 August 2012

Our Ref: MM/EB

Your Ref:

Dear Councillor Davey and Members of the Transport Committee,

Taxi Rank removal, the Avenue, Bevendean

In October 2011 a year ago, I attended Councillor Davey's CMM and presented a petition with over 1000 signatures from residents requesting the removal of the two unwanted taxi rank bays in the Avenue.

Residents' wishes were respected and Councillor Davey agreed to the removal of these ranks after monitoring by traffic officers showing there was no demand for them.

For some reason the decision to remove the ranks was not published in the next TRO but had to wait until the following TRO which was delayed until June this year. One objection has been received and so the decision has come back to Committee.

On behalf of my residents I ask again that these unwanted and unused ranks are removed restoring much needed parking places for my residents as they have requested and have demonstrated in their petition. Thanking you in advance of your decision confirming the removal of these ranks.

Kind regards

Yours sincerely



Councillor Mo Marsh

Labour/Co-op Councillor Moulsecoomb and Bevendean.
Labour/Co-op Spokesperson for Health Scrutiny, Personnel and Trade Union Liaison.
Member of OSC, Licensing, Adult Care & Health Committees.
Deputy Whip

Ms Catherine Vaughan
Acting Chief Executive
Brighton & Hove City Council

September 2012

Dear Catherine,

Request for review of parking tariffs in the city.

I would request that this letter is placed on the agenda of the Transport Committee meeting for 2nd October.

When the new parking tariffs and higher charges were introduced in April this year we were promised by the Green Administration that there would be a review after 6 months of their operation. The current review of parking policy does not cover parking charges. I would like to request that a review of parking tariffs is urgently undertaken for the following reasons;

- The rationale for the introduction of the new tariff boundaries was that this would be an easier system for the public to understand and for the council to administer. However, it has become clear that in practice the controlled parking zones do not follow the 'market', there needs to be greater degree of sophistication in the system with the different needs of residents and businesses being better catered for.
- While the new tariffs may work for the administrators, those having to pay the inflated amounts do not see this as fair. For example Area Y at 7 Dials is predominantly a residential area but people living there are being charged the city centre business and trading rate.
- The council has already reported a significant drop-off in parking income with this budget continuing to be rated as 'corporate critical' and unless changes are made this situation will continue. There is anecdotal evidence that people who used to pay for 2 hour's parking are now increasingly just paying for 1 hour and the removal of the half-hour tariff that allowed for a quick bit of shopping at local shops or for dropping off and collecting children from school, has angered the public and damaged local shopping areas.
- I would specifically request that the half-hour tariff is re-introduced as this would again cater for this differential 'market' for residents. Given that the council is now steadily losing income from these ill thought through changes it may very well be the case that the reintroduction of the half-hour tariff would stabilise the situation.

TRANSPORT COMMITTEE- AGENDA ITEM 17C (iii)

- I would also request that this review should start immediately and includes the information that has been gathered during the Summer by seafront traders, specifically in the Madeira Drive area, and the Tourism Alliance via their local questionnaires without waiting for a Winter season comparison as has been suggested.

Yours sincerely,

Councillor Gill Mitchell
Leader of the Labour and Co-operative Group

Subject:	Parking Annual Report 2011-12		
Date of Meeting:	2 October 2012		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Paul Nicholls	Tel: 29-3287
	Email:	paul.nicholls@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 To note and approve the publication of the fourth Parking Annual Report 2011-12 on the performance of Parking Services for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.

2. RECOMMENDATIONS:

- 2.1 That the Transport Committee endorses the publication of the Parking Annual Report for 2011-12 under the provisions of the Traffic Management Act 2004.
- 2.2 That the Transport Committee authorises the Head of City Infrastructure to produce and publish the report which will be made available on the Council's website.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The City Council has operated Decriminalised Parking Enforcement since 16 July 2001. Part 6 of The Traffic Management Act 2004 came into force on 31 March 2008 and the decriminalised enforcement of parking is now known as Civil Parking Enforcement. Statutory Guidance issued by the Department for Transport requires the Council to produce and publish an annual report within 6 months of the end of the financial year.
- 3.2 Brighton and Hove City Council's first Parking Annual Report 2008/9 received national recognition when it was unanimously declared overall winner by the independent 'Parking Annual Report Review Group' established by PATROL (Parking and Traffic Regulations Outside London). Last year's report was also shortlisted for the award which was established to highlight best practice amongst Local Authorities in using the report to engage with the public on a range of parking issues.
- 3.3 Copies of this year's Parking Annual Report will be sent to a wide range of stakeholders including, Sussex Police, East Sussex Fire Brigade, The Traffic Penalty Tribunal, the Secretary of State for Transport, Brighton and Hove

Chamber of Commerce and local parking special interest groups. The Parking Annual Report will also be published on the council's website.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The publication of the Parking Annual Report 2011-12 is being used as an opportunity to inform and engage with the public and stakeholders on a range of parking issues.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The full cost of preparing the Annual Parking Report has been met from within existing Parking & Traffic revenue budgets.

Finance Officer Consulted: Karen Brookshaw

Date: 15/08/2012

Legal Implications:

- 5.2 The City Council is required by Statutory Guidance issued by the Department for Transport under Section 87 of the Traffic Management Act 2004 to produce and publish an annual report detailing financial and statistical information on its civil parking enforcement regime. The report must be published within 6 months of the end of the financial year.

Lawyer Consulted: Carl Hearsom

Date: 14/08/2012

Equalities Implications:

- 5.3 The Parking Annual Report will be made available in hard copy format at libraries and at the Parking Information Centre where staff will be able to provide assistance as required, in addition to being published online.

Any equalities implications arising as a result of policy changes are explained in the relevant committee report introducing the change. Parking Services also conducts regular reviews of the Equality Impact Assessment for the service.

The Blue Badge scheme administered by the council is a national scheme providing a range of parking concessions for disabled people meeting the blue badge criteria. Parking Services meets with key stakeholders such as the Federation of Disabled and minority ethnic groups to gather feedback on services and consult on new developments.

Overall the parking surplus is used to pay for free bus passes for the disabled and elderly.

Sustainability Implications:

- 5.4 None identified

Crime & Disorder Implications:

5.5 None identified

Risk and Opportunity Management Implications:

5.6 None identified

Public Health Implications:

5.7 None identified

Corporate / Citywide Implications:

5.8 None identified

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 None considered

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To provide the public and stakeholders with information on the performance, aims and objectives of parking services and to meet the Council's legal obligations under the Traffic Management Act 2004

SUPPORTING DOCUMENTATION

Appendices:

1. The Parking Annual Report 2011-12

Documents in Members' Rooms

1. None

Background Documents

1. None

Annual Report 2011-12

Foreword

- 1 Overview
- 2 New Resident Parking Schemes
- 3 Permits
- 4 Enforcement
- 5 Static CCTV and Postal Penalty Charge Notice Enforcement
- 6 Bus Lane Enforcement Update
- 7 Challenges representation and appeals
- 8 Keeping in touch
- 9 Signs and Lines Maintenance
- 10 Off Street Car Parks
- 11 Freedom of Information & Complaints
- 12 Financial Information

Appendices

- 1 Parking in the press
- 2 Parking charges for off-street and other areas operated by Brighton and Hove
- 3 Cancellations by reason 2011/12
- 4 Civil Enforcement Officers Contravention Code of Practice
- 5 Code of Practice for Postal Penalty Charge Notices

Glossary of Terms

Foreword

It is my pleasure to introduce our fourth Parking Annual Report. One of the aims of the Parking Annual Report is to provide information to the public about the objectives, priorities and challenges of managing parking in our city.

I am pleased to note that Parking Services continues to develop services in an innovative way and in response to public feedback. Last year's report included a survey showing that 65% of people wanted to renew their permit online. This year's report explains that online renewals are now available for resident, trader and business permits and sets out the timetable for the online renewal of other permit types. As well as representing good customer service this type of initiative also helps to reduce traffic as residents no longer need to travel to the Parking information Centre

Parking Services objective to 'reduce congestion and keep traffic moving' is also being met through a range of policy and operational initiatives including the introduction of static CCTV enforcement on key routes into the city such as London Road, Lewes Road and the North Street / Western Road corridor.

The number of parking Penalty Charge Notices issued in Brighton and Hove increased slightly this year from 109,000 to 116,000. This follows 6 years of falling PCN numbers. As in previous reports, we explain how surplus income from parking is spent: providing free bus passes for the elderly and disabled as well as a range of transport and public realm improvement projects

If you have any questions or comments about our Parking Annual Report please let us know by telephoning our Parking information Centre on 01273 296622, emailing us at parking@brighton-hove.gov.uk or alternatively by posting your comments on our [facebook](https://www.facebook.com/transportandparking) or [twitter](https://www.twitter.com/bhcc_transport) pages : www.facebook.com/transportandparking and www.twitter.com/bhcc_transport

Thank you for taking the time to read our 2011-12 Parking Annual Report

Cllr Ian Davey

Chair of the Transport Committee

Chapter 1 Overview

Parking controls in Brighton & Hove are essential to keep traffic moving and provide access for residents, visitors and businesses. Parts of the city are amongst the most densely populated in the country. The population is estimated to increase to 283,700 by 2026 so pressure on limited parking space will continue to increase. Brighton & Hove is also a major tourist destination with eight million visitors annually. Parking plays a vital role in support of the city's Tourism Strategy and managing the city's gateways which are the first arrival point for all those coming to enjoy all that Brighton & Hove has to offer. Balancing the needs of residents, visitors and businesses is key to sustainable economic growth and success.

Our Parking Policy objectives are to:

- **Reduce congestion and keep traffic moving**
- **Provide access safely to those that need it most**
- **Deliver excellent customer service**

What we are doing to meet the objective of reducing congestion and keeping traffic moving?

- Surplus income from Civil Parking Enforcement is being spent on providing free bus passes for the elderly and disabled reducing the need for car use amongst these groups.
- The road layout on the A259 is being reconfigured to improve access in and out of the Regency Square (west) car park and reduce queues of stationary vehicles waiting to enter the car park. This is being paid for with surplus parking enforcement income
- CCTV parking enforcement is being used for the first time to improve road traffic safety and discourage inconsiderate parking which causes delays and congestion in three of our busiest routes into the city, Lewes Road, London road and the North Street / Western Road corridor.
- The Local Transport Plan was agreed in May 2011 and contains a range of initiatives and measures to help achieve this objective http://www.brighton-hove.gov.uk/downloads/bhcc/transport/LTP3_Part_A.pdf

How will we know if we're making progress?

- We will be monitoring the amount of time it takes a vehicle to travel set distances within the city e.g. a vehicle will be logged at Patcham and again at Regency Square car park. Over time these readings will provide an accurate picture of travel times and congestion at different times of the week and weekends.
- We will continue to monitor air quality in the city for more information http://www.brighton-hove.gov.uk/downloads/bhcc/airquality/BHCC_AQAP_2011_%5bpdf_1.9_mb%5d.pdf

What are we doing to meet the objective of providing access safely to those that need it most?

- We have been working to reduce thefts of blue badges and misuse of blue badges by non blue badge holders by providing information to Civil Enforcement Officers on their handheld computers.
- At the start of last year we implemented Department of Transport recommendations and provide independent assessments of blue badge eligibility.

How will we know if we're making progress?

- We have regular meetings with disabled groups and stakeholders in the city to learn of any issues and see what we can do to resolve them. For example we have set up a system whereby blue badge holders can continue to benefit from the scheme whilst waiting for a replacement badge to be delivered under the new national blue badge scheme .
- We work with Sussex Police to combat blue badge misuse and thefts and as reported in last years report have seen a 25% drop in blue badge thefts.

What are we doing to meet the objective of delivering excellent customer service?

- We carry out regular surveys of our customers to measure satisfaction and identify issues that are important. For example in last year's Annual Report we included a survey where 65% of residents said they would prefer to renew their permit online. In response to this we now have an online permit renewal service
- Our facebook and twitter pages are available to raise issues publicly about our services
- Following improvements to our web pages the majority of our calls have been handled by the Contact Centre for the past year.

How will we know if we're making progress?

- We will continue asking for feedback on our services and measuring against previous results.
- We will measure the take up of new facilities like online permits. Within the first few months of introducing the facility to renew permits online up to half our customers renewing their permit have done so online.
- We monitor how long it takes us to answer calls and how many calls from the public are abandoned before we can reply. Both measures have improved over the past year with the number of abandoned calls being reduced from 25 per day to 5 per day.
- We will publish the time it takes us to respond to appeals and representations in our annual report and the number of complaints we have received about our service.

Local Transport Plan 3

Brighton and Hove's third Local Transport Plan was approved by the council in May 2011

You can find it here: http://www.brighton-hove.gov.uk/downloads/bhcc/transport/LTP3_Part_A.pdf

Key themes from the LTP are to:

- Reduce transport congestion and journey delay
- Improve the city's public transport network to cope with increasing demands
- Provide cycling and walking routes which connect communities, natural environments and key local services and activities
- Create attractive and safe routes and places
- Reduce the number of killed or seriously injured on our network

- Control and mitigate carbon emissions, air quality and noise effects of

The city's [Sustainable Community Strategy](#) , outlines it's aim for transport, which is to provide ***“An integrated and accessible transport system that enables people to travel around and access services as safely and freely as possible while minimising damage to the environment and contributing to a safer, cleaner, quieter and healthier city”.***

The table below shows the scale of the parking operation in Brighton & Hove.

Brighton & Hove City Council's parking operation	2011/12	2010/11	2009/10	2008/09
On street parking spaces	25,213	25,039	23,333	22,031
Off street parking spaces	2,490	2,490	2,490	2,490
Pay & display only bays	929	929	903	534
Permit only bays	12,830	12,830	11,696	11,554
Shared bays (permit and pay & display)	9,553	9,553	9,127	8,918
Disabled bays	571	571	511	464
Other bays	618	618	558	549
Number of vehicle removed	956	1,057	1,268	1,073
Bays suspended during the year	4,089	4,003	4,081	3,735
On street Penalty Charge Notices issued	116,097	109,275	116,369	129,837
Items of correspondence received	35,284	35,856	37,716	43,472
Resident permits issued	22,542	22,583	20,783	19,885
Resident Visitor permits issued	509,100	422,583	319,820	345,581
Blue Badges on issue	12,967	13,265	11,978	13,000

Chapter 2

New Resident Parking Schemes

Area A extension – Tivoli Crescent

Following consultation with residents and organisations in Tivoli Crescent, the

Environment Cabinet Members meeting of 5th July 2011 approved the implementation of proposals for an extension to the Area A parking scheme,

giving priority to parking for residents. The changes were implemented for an operational start on 26th July 2011.

Extension to Area C restrictions

The results of consultation with residents and organisations in the Area C Controlled Parking Zone (Queens Park) showed that the majority of returned surveys were in favour of an extension of parking regulations to 7 days per week. The Environment Members Meeting on 10th March 2011 approved the change of restrictions to Area C parking and the changes were implemented in 11th July 2011.

Canning Street [Extension to Area H] and Richmond Heights (Extension to Area C)

Following consultation with residents and organisations in these areas the

Environment Cabinet Members meeting of 27th March 2012 approved the proposals be advertised formally through a Traffic Regulation order (TRO). The TRO was advertised on 27th April 2012 and the results of the consultation, which was in favour of the scheme, were presented to Transport Committee on 10th July 2012. The schemes are due for an operational start on 1st September 2012.

Amex Community Stadium residents parking proposals

Brighton & Hove Albion Football Club was granted planning permission for additional seating in the Amex Community Stadium, and as part of the planning permission agreed to pay for consultation on a scheme for controlled parking. This would give priority to residents and their visitors only on days when outdoor events, including football matches, take place at the stadium. Parking controls could address the problems that residents have experienced due to high numbers of people parking in the area when football matches have been played.

Resident permits and one visitor permit (per household) would be provided free of charge and will allow parking on every day there is a football match or other outdoor event. There would be two schemes one for Coldean and one for Moulsecoomb. Signing and lining would be low key and there will be no 'Pay & Display' machines. Consultation is due to take place in Autumn 2012 and if the majority of residents supported it, could be operational by Summer 2013 before the new football season starts.

Chapter 3 Permits:

Resident visitor permits

We have now completed the re-design of our resident visitor permit. The redesign includes a step by step process to make it easy to use and to reduce the amount of errors with the permit.

The chart below shows a year on year comparison of the take up of resident permits for the last 3 years

Area	Parking Zone and (visitor allowance)	Permits allowed 2011/12	Permits on issue 2011/12	Permits on issue 2010/11	Permits on issue 2009/10	% of scheme take up 2011/12	% of scheme taken up 2010/11	% of scheme taken up 2009/10	No. of people on waiting list 2011/12
Preston Park*	A (50)	642	639	642	540	99%	100%	100%	0
St James	C (50)	1477	1363	1311	1309	92%	89%	89%	0
Kempton*	H (50)	2552	2519	2408	1750	99%	95%	100%	0
London Road*	J (50)	1120	829	857	165	74%	77%	50%	0
Brunswick	M(50)	1650	1650	1650	1643	100%	100%	100%	356
Central Hove	N (50)	4589	4589	4589	4536	100%	100%	99%	0
Goldsmid*	O (50)	2283	2099	2084	1981	92%	91%	87%	0
Prestonville	Q (50)	1092	1023	1092	1029	94%	100%	94%	0
Westbourne	R (50)	4077	3497	3572	3381	86%	87%	83%	0
Hove Park	T (50)	524	365	369	347	70%	70%	66%	0
St Luke's	U (50)	411	288	265	275	70%	64%	67%	0
Westbourne	W (50)	1069	781	844	784	73%	79%	73%	0
North Central	Y (25)	1750	1750	1750	1750	100%	100%	100%	310
South Central	Z (25)	1150	1150	1150	1150	100%	100%	100%	259
Total	N/A	24,386	22,542	22,583	20,640				925

* scheme extended in period covered by table

Overall the number of people on the waiting list has reduced from 1,260 to 925, with falls in all scheme areas.

Number of other permits issued

(Visitor and hotel permits shows actual permits sold, not permits 'on issue')

Permit type	Total 2011/12	Total 2010/11	Total 2009/10	Total 2008/09
Business	1417	1353	1257	1222
Car Club	74	63	75	47
Carer	137	132	128	117
Dispensation	443	411	453	446
Doctor	130	132	157	130
Electric Vehicle	25	18	n/a	n/a

Resident	22,542	22,583	20,640	19,885
Professional Carer	1843	1861	1916	1933
Schools	128	137	98	98
Trader	777	623	649	599
Visitor permits sold	509,100	476,067	319,820	315,581
Hotel permits sold	36,087	37,656	22,285	30,602

ONLINE PERMITS

You can now renew the following permits online at Brighton & Hove City Council by following the links on our parking web pages

- Resident permits
- Trader's permits
- Business permits

The online renewal facility was devised using the IT systems available in-house and we saved an estimated £35,000 this year by designing the process ourselves.

Web Renewals

PreviousExpiry	Business	Resident	Trader
30/04/2012	0	7	0
31/05/2012	0	751	0
30/06/2012	19	694	20
31/07/2012	40	944	47
31/08/2012	9	286	18

Web Renewal %

PreviousExpiry	Business	Resident	Trader
30/04/2012	0%	0%	0%
31/05/2012	0%	33%	0%
30/06/2012	22%	33%	14%
31/07/2012	27%	34%	34%
31/08/2012	31%	45%	49%

We hope that by the end of September 2012 we will have added the following services online;

- Requesting a suspension
- Requesting visitor permits

Chapter 4 On street enforcement:

The city's enforcement contractor currently employs 74 Civil Enforcement Officers (CEO's). This has been reduced from a high of 85 officers in 2009.

Scooter enforcement

We now have 3 CEO's on scooters deployed each day. They focus on enforcement of the yellow lines and the Special Parking Areas of the city. They are able to get around the city much quicker than the foot beats and can attend to urgent issues such as obstruction of residential driveways and dropped kerbs.

CEOs assisting the public 2011-12

Beyond their core duties, enforcement officers regularly help members of the public whether it be providing local information, assisting at the scenes of accidents, supporting the Police or simply returning lost property. All these and more were logged by the team in the past year and we will continue to promote the wider role of the CEO in the community.

Partnership Working

We work in partnership with many organisations in the city for event management and to discuss specific problems or issues on request. These include:

- Local Action Groups focusing on parking enforcement
- Elm Grove
- Tarner
- Hollingbury
- Goldsmid
- The Brighton Festival
- The Brighton Marathon
- Kemp Town Carnival Association
- Federation of Disabled
- Sussex Police

Events

The city has a packed calendar of events for which changes in the usual parking arrangements are required. We have mentioned some of these in previous annual reports such as the Brighton marathon which continues to prove popular with visitors and residents.

The Kemptown Carnival

The 4th June 2011 saw the return of the Kemptown Carnival which involved the suspension of 155 parking bays. An event this size involves close working between the organisers, council officers and the contractor to ensure the correct bays are suspended. Enforcement on the day was co-ordinated by the contractor and the bays were cleared allowing the Kemptown Carnival to proceed successfully. Parking bays were also suspended again for the Brighton Marathon in April and for Brighton Pride in August. Team work between the council and our contractor ensured parked vehicles did not impact on either **event**

Abandoned Vehicles

We are responsible for the removal of Abandoned Vehicles from the highway. We have Key Performance Indicators relating to this which are to remove abandoned vehicles :

Within 24 hours from reporting by the Highways Department

Within 2 hours from reporting by the Highways Department for any burnt out vehicles

From April 2011 to March 2012 approx 80 abandoned vehicles were removed all within the set timescales. By removing the vehicles as soon as authorisation has been given also reduces the risk of them becoming the target of other crime.

Suspensions

A total of 4089 parking bays were suspended in 2011/12 across the city. These were for various reasons which include household removals, building work and for numerous special events and parking requests. The council processed 1280 Suspension Applications and our contractor NSL placed 1977 signs to facilitate these suspensions.

Penalty Charge Notice statistics 2008-9 to 2011-12

	2011-12			2010-11			2009-10			2008-09
	Total Penalty Charge Notices	On Street	Off Street	Total Penalty Charge Notices	On Street	Off Street	Total Penalty Charge Notices	On Street	Off Street	Total Penalty Charge Notices (PCN)
Number Of higher level PCN	73,222	73,027	195	76,615	76,435	180	81,203	79,367	1,827	90,796
Number of lower level PCN	42,875	40,364	2,511	33,733	30,857	2,876	35,166	34,385	781	39,041
Total number of PCNs issued	116,097	117,141	2,706	109,275	106,292	2,983	116,369	113,761	2,608	129,837
Number of PCNs paid	82,964	81,117	1,787	78,995	77,139	1,856	82,781	81,298	1,483	90,805
Number of PCNs paid at discount	68,662	67,157	1,505	63,441	61,920	1,521	68,730	67,517	1,213	59,026
Number of PCNs against which a representation	35,284	34,131	1,153	35,856	34,503	1,353	39,790	39,982	808	40,991

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was made (including Transfer of liability)										
Number of PCNs cancelled as a result of representation or informal challenge	14,371	13,970	401	16,207	15,311	896	15,310	14,906	404	15,885
No of PCNs written off for other reasons	3250	3203	47	3,204	3,145	59	2,126	2,101	25	2,259
Number of Postal PCNs issued	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Number of vehicles immobilised	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Number of vehicles removed	1205	1205	0	1,057	1,057	0	1,268	1,268	0	1,073

Chapter 5 static camera CCTV enforcement and postal Penalty Charge Notices

On 29 November 2011 Environment, Transport and Sustainability Cabinet Members Meeting approved the introduction of postal Penalty Charge Notices via CCTV for the most serious type of contraventions along the North Street / Western Road corridor, Lewes road and London Road [http://present.brighton-hove.gov.uk/Published/C00000637/M00003620/\\$\\$ADocPackPublic.pdf](http://present.brighton-hove.gov.uk/Published/C00000637/M00003620/$$ADocPackPublic.pdf) (agenda item 58).

The report explained that on foot enforcement along these key routes was becoming ineffective. As a result road traffic safety was becoming an issue for all road users along these busy stretches of road. Drivers were parking their vehicles along these busy routes and driving them around the block as soon as a Civil Enforcement Officer appeared. This resulted in only 13 PCNS being issued in September 2011 compared to 132 recorded vehicles driven away before the Civil Enforcement Officers could issue the Penalty Charge Notice. This was causing serious delays to the 3,000 buses using these routes every day.

Our Code of Practice for Postal Penalty Charge Notice enforcement has been included as appendix 5 in this report.

The same report enables Civil Enforcement officers to serve a Penalty Charge Notice by post if the driver leaves before the Notice has been placed on the windscreen for the most serious types of contravention (see appendix 5).

Chapter 6 Bus Lane Enforcement

Bus Lane Enforcement aims to give priority to buses and taxis in bus lanes by excluding other vehicle types during prescribed hours. Bus Lane Enforcement is part of a wide ranging programme of measures to improve the reliability and punctuality of public transport, reduce congestion and pollution.

The City Council has invested in an additional ‘capture station’ which allows both bus lane monitoring officers to issue Penalty Charge Notices at the same time. Previously one monitoring officer would capture the Penalty Charge Notice and the other would review the details logged and captured and issue the Penalty charge Notice. This has proved to be a more effective means of capturing contraventions.

Local Authority	Appeals received	Penalty Charge Notice (PCN's) issued	Rate of appeal per PCN	Not contested by council	Allowed by adjudicator	Total allowed including not contested by council	Refused by Adjudicator incl. Out of time and withdrawn by appellant	Awaiting decision incl. Other decided
All Areas Apr 08 - Mar 09	464	132,170	0.35%	189 41%	119 26%	308 66%	141 30%	15 3%
All Areas Apr 09 - Mar 10	634	172,390	0.37%	237 37%	175 28%	412 65%	187 29%	0
All Areas Apr10 - Mar 11	1,410	321,607	0.43%	586 41%	256 18%	842 60%	484 34%	44 3%
All Areas April 11 – March 12	3,336	527,027	0.63%	1304 39%	826 25%	2130 64%	1061 32%	110 3%
Brighton & Hove Apr 08 - Mar 09	82	5,702	1.44%	29 27%	15 18%	37 45%	45 55%	0
Brighton & Hove April 09 - Mar 10	74	6,737	1.1%	44 59%	13 18%	57 77%	10 14%	7 9%
Brighton & Hove Apr 10 - Mar 11	75	7,964	0.94%	13 17%	25 33%	38 51%	36 48%	0
Brighton & Hove April 11 – March 12	58	9,311	0.62%	34 59%	17 29%	51 88%	7 12%	0

Month	BLE PCNS issued 2011-12	BLE PCNS issued 2010-11
April	413	424

May	507	543
June	697	670
July	962	915
August	860	690
September	976	758
October	1039	822
November	629	669
December	860	522
January	735	648
February	723	614
March	910	689
TOTAL	9311	7964

The number of Penalty Charge Notices issued for bus lane Penalty Charge Notices has increased over the past year. As the photograph of the vehicle driving in the bus lane is printed on the Penalty Charge Notice we tend to receive a lower proportion of challenges against the issue of the Penalty Charge Notice. The payment rate for bus lane contraventions is also higher than for parking Penalty Charge Notice with over 82% of Penalty Charge Notices paid with the vast majority being paid at the £30 discount rate. The rate of appeal to the Traffic Penalty Tribunal has more than halved over the past few years despite the introduction of online appeals to the council and Traffic Penalty Tribunal.

Around 25 vehicles per day are recorded driving in Bus Lanes. It is worth remembering that in 2006, before the introduction of CCTV bus lane enforcement an Argus reporter counted 80 non authorised vehicles using the bus lane per hour. Current levels of compliance are therefore still dramatically better than they were before this system was introduced and this has helped to improve bus journey times and increasing bus patronage.

Chapter 7 - Challenges representation and appeals

ONLINE APPEALS

We are responding to the majority of online appeals via email making the service faster and more convenient, as well as reducing the cost of making an appeal and of providing the service.

Online appeals have increased in popularity with almost half of our representations being sent in via this route. We have sent our responses to informal representations via email which decreases back office processing costs. We also request that evidence is sent via email.

	Online appeals	Postal appeals	Postal representations	Postal bus lane appeals	Total postal appeals	% of appeals received online	% of appeals challenged including transfers of liability
Jan-11	0	1976	331	181	2488	0	24
Feb-11	312	1968	166	85	2531	12	27
Mar-11	640	1249	141	70	2100	30	20
Apr-11	938	1518	168	89	2713	35	26
May-11	1175	1761	159	84	3179	37	29
Jun-11	972	1839	176	55	3042	32	30
Jul-11	1198	1753	226	93	3270	37	28
Aug-11	1332	1914	209	113	3568	37	32
Sep-11	1299	1895	184	114	3492	37	33
Oct-11	1290	1632	154	115	3191	40	27
Nov-11	1223	1694	166	82	3165	39	31
Dec-11	1090	1470	160	97	2817	39	28
Jan-12	1256	1477	237	142	3112	40	32
Feb-12	1036	1417	157	98	2708	38	30
Mar-12	1065	1194	125	96	2480	43	27
Apr-12	1234	1130	111	100	2575	48	26
May-12	1351	1388	45	118	2902	47	28
Jun-12	1276	1232	132	75	2715	47	28

NEW CUSTOMER SERVICE CENTRE

In May 2012 the Parking Information Centre moved to temporary accommodation.

The temporary area has 4 counters for permit and PCN enquiries, the Blue Badge office and a new self service area where you can appeal online or renew your permit online. The area is more open and modern with partial screens.

We are based in temporary accommodation while a new Customer Service Centre is being built to house Parking and other services. This will be a large opened planned office with self service areas, interview booths, counter services and private interview rooms. In the new area we will not have security screens between ourselves and customers which we expect will improve the experience. The new centre is expected to be opening in early 2013.

We are currently undertaking a review of our operation in the hope that we can become more efficient and effective when we move into the new customer service centre.

BLUE BADGES

As highlighted in last year's annual report, there have been changes with regards to Blue Badge processing.

Brighton & Hove has adopted the Department for Transport's best practice for assessing and processing badges for approximately 1 year. The desk top assessments and independent mobility assessments have allowed us to identify badges that should not have been issued.

We have amended our response dates so that badges are sent to the applicant wishing to renew their badges well before the old badge expires. From the 1 January 2012 we have issued Blue Badges via the new national system.

AWARDS

This year we were shortlisted for:

- Parking Services Team of the Year
- Digital Parking
- Young Parking Professional – Sahar Abuelbashar and James Adlem (winner)
- Parking Annual Report for the third year in a row

Appeals to the adjudicator

Local Authority	Appeals	PCNs issued	Rate of appeal per PCN	not contested by council	Rate of appeal per PCN	Total allowed including not contested by council	refused by Adjudicator including out of time and withdrawn	Awaiting decision incl. Other decided
All councils Apr 08-Mar 09	12,424	4,000,221	0.31%	4170 34%	3572 29%	7742 62%	4325 35%	357 3%

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All councils Apr 09 -Mar 10	14,269	4,245,998	0.34%	3,880 27%	4,188 29%	8,068 57%	5,804 41%	397 3%
Brighton & Hove Apr 08 - Mar 09	811	129,837	0.62%	245 30%	292 36%	537 66%	254 31%	20 2%
Brighton & Hove Apr 09 - Mar 10	671	116,369	0.58%	162 24%	217 32%	379 56%	288 43%	4 1%
Brighton & Hove Apr 10 - Mar 11	722	109,275	0.66%	127 18%	216 30%	343 48%	336 47%	4 1%
Brighton & Hove April 11- March 12	646	116,097	0.56%	121 19%	217 34%	338 52%	279 43%	29 4%

Chapter 8 - Keeping in touch

Over the past year we have been looking at different ways we can connect with our customers, to make it easier to get in touch, access information and feedback views.

Social Media

Last year we reported that Parking services have teamed up with the rest of the transport department and both pages were started at the early part of 2011. The pages have received a growing number of visitors, our Facebook pages have a 'weekly reach' of around 600 and growing steadily with a mix of residents, visitors, the local press and police regularly sharing our content. Important parking stories such as advanced notice of major events with road closures or large number of parking bay suspensions are also published on the corporate Brighton and Hove Facebook pages.

The Transport & Parking Twitter account has grown rapidly with over 500 followers and the Brighton and Hove City Council's main account fast approaching 10,000 followers . As with the Facebook pages the Brighton and Hove main twitter account retweets important information. Our transport and parking twitter account now has over 500 followers. We plan to expand the twitter service by providing a new twitter account specifically for up to date travel information @BHLiveFeed from our Traffic Control Room based at Hove Town Hall, this should be up and running by September 2012.

A wide range of subjects have been raised by the public on these pages. With the exception of 2 offensive comments our policy has been to leave all comments including complaints on our website. Parking is usually a highly emotive subject, and our social media pages provide a public platform for open discussion on our services and an effective means of informing debate on these issues.

We have also been able to respond to tweets about our services from members of the public not following our pages. For example following the move of the Parking Information Centre to temporary offices at the former registry office site a member of the public tweeted a comment. We were able to respond promptly explaining that permits could now be renewed online and providing the link.

Website re-design

Our new look **parking website** which makes the site easier to navigate, includes photos and links to external sites and provides a much easier and more convenient way of finding information. The **Do it Now** options such as appealing or paying a Penalty Charge Notice online and providing feedback to the department. You can check out our new website at www.brighton-hove.gov.uk/parking.

The council connect service provided by volunteers in council libraries allows people without access to the internet or who would like help with using computers to access our online services please see <http://www.brighton-hove.gov.uk/index.cfm?request=c1241654> for more information.

Leaflets

We added a new leaflet to the suite of publications listed below in response to questions about on street parking tariffs http://www.brighton-hove.gov.uk/downloads/bhcc/parking/On-street_parking_leaflet_map.pdf. . This shows the boundary of the high tariff on street zone and low tariff area. This is in addition to the following leaflets which are also available on our website.

- Guide to permits
- Guide to parking
- Loading/unloading
- Car parks
- Bus lanes

Your Views

City Wide Parking Review

In October 2011 the council made a commitment to review parking schemes in the city to ensure a fair balance between the needs of residents, businesses and visitors.

The purpose of the review is to improve the way we manage parking and to look at the future of resident parking schemes, including how we consult and whether to consult on new parking schemes or to extend existing schemes.

The first stage of the review involved officers going to community meetings and talking directly with people. Council representatives have attended over 30 community meetings all over the city talking directly to over 800 residents. Transport user groups, councillors, business organisations and disability groups have also been contacted. The second stage is a sample postal survey of households to take place in Autumn 2012. The survey results will be published on the council's website early in 2013. A report with recommendations on policy changes and which, if any, new areas should be consulted on resident parking schemes will be presented to Transport Committee in January 2013

Chapter 9

Signs & Lines Maintenance

The Parking Infrastructure team deals with the maintenance and installation of new street signage throughout the city, as well as the installation of new and maintenance of existing parking signs outside of the controlled parking zone. This generally comes from requests / comments from members of the public and through observations / checks made by CEOs and officers. New signage was also erected on all the existing advisory disabled bays within the Moulsecoomb & Bevendean ward as well as signage for all new installed disabled bays within the Special Parking Area. (SPA)

As well as this there has been significant general lining maintenance during the year covered by this report including remarking of yellow lines, amendments and installation to various parking restrictions, installation of disabled bays and white return lines. Again this generally comes from requests / comments from members of the public and through observations / checks made by CEOs and officers. A planned lining maintenance project was also undertaken which refreshed and checked any lining needing maintenance within Area O (Goldsmid) and 75% of Area M (Brunswick & Adelaide).

Parking Infrastructure spent just over £490,000 for lining and signing maintenance/ works and Traffic Regulation Order costs for the financial year covered by this report.

The breakdown for this was as follows:

Type of work	2011/12	2010/11
Signing	£207,762	£245,288
Lining	£259,241	£177,563
Traffic regulation Orders	£25,416	£35,761
Total	£492,419	458,612

Chapter 10- Off Street Car Parks

Brighton & Hove City Council operates 14 car parks across the city including large multi-storey car parks and smaller surface sites. Two of these, The Lanes and London Road have been awarded the 'Park Mark' safer parking award and we are working towards achieving the same accreditation at our other sites.

In September 2011, the council's cabinet approved a £4.298 million capital funding for car park improvements at Regency Square, Trafalgar Street, Carlton Hill and Oxford Court Car Parks.

Work on the Carlton Hill and Oxford Court car parks has been completed. The multi storey projects started in April 2012. Works at Carlton Hill included the provision of vehicle Armco barriers, rebuilding a damaged boundary wall, the removal of asbestos and new road markings. At Oxford Court the team installed a lighting column protector, new road markings and erected new signage.

Regency Square, located just north of the West Pier and ideally situated for the new i360 project, will be transformed into a facility that offers visitors to the new attraction and seafront a pleasant and secure welcome. Similarly, at Trafalgar Street, car park the refurbishment will improve lighting, safety and security.

Reconfiguration of the A259 / Regency Square (west) junction will significantly improve access in and out of the car park for vehicles. The junction will also improve pedestrian access in this location making it easier and safer to access the seafront and the i360 project.

Chapter 11 - Freedom of Information (FOI) & Complaints

The Freedom of Information Act 2000 (FOI) came fully into force in January 2005. This means that the general public have even greater access to information held by Brighton & Hove City Council than they had previously. Its provisions affect all public sector bodies from large government departments to small primary schools. The council must respond to all Freedom of Information requests within 20 working days of receiving the request. We are only required to respond with information that we hold, we do not have to create or analyse information.

The table below shows the total number of FOI request received by Parking in 2010/11.

Month	Total number of FOI requests received 2011/12	Total number of FOI requests received 2010/11
April	3	2
May	4	9
June	2	3
July	6	1
August	2	2
September	6	2
October	3	4
November	5	5
December	4	0
January	8	5
February	6	4
March	4	1
Total	53	38

The table below shows a number of common FOI questions we received

Do Civil Enforcement Officers receive bonuses or incentives based on the number of PCNs they issue?	The council uses the British Parking Association model contract which specifically prohibits the use of incentives and/or bonuses for Civil Enforcement Officers based on number of Penalty Charge Notices issued.
How many mobile CCTV parking enforcement	The council does not use mobile CCTV camera enforcement but static CCTV cameras based in Lewes Road, London Road and the North Street /

vehicles does the council deploy?	Western Road corridor.		
How long the Council expects the meters to operate until they need replacing and the period over which the Council will depreciate their asset value in its accounts together with any associated interest charges	Our P&D machines are generally assumed to have a lifespan of 10 years and the asset value is depreciated accordingly		
How many Civil Enforcement Officers does your parking department employ for: 1. on-street and 2. CCTV enforcement (including mobile enforcement)?	1. on street 74 CEOs 2. CCTV - 2 bus lane monitoring officers		
What role specific training has been provided to your: 1. on-street and CCTV Civil Enforcement officers since 2006?	1. On street City & Guilds training and in house 'Streets ahead' training – certificates awarded to all staff. 2. CCTV all staff received BTEC in CCTV surveillance from TAVCOM Ltd		
On average how many CEOs have been employed by the council over the past 5 years	Over the past 5 years we have employed on average the following numbers of Civil Enforcement Officers 2012: 70 2011: 74 2010: 80 2009: 85 2008: 83		
Which streets in your council area have produced the highest income from parking enforcement in 2011? Please provide details of the number of tickets issued and the amount paid		Amount Paid	No. PCNs
	Madeira Drive (C)	98,149	4008
	Wilbury Road (N)	44,620	1621
	First Avenue (N)	40,318	1585
	Grand Avenue (N)	39,858	1553
	Marine Parade (C)	38,555	1381
	Lansdowne Place (M)	38,239	1313
	Old Steine (Z)	31,904	1304
	Third Avenue (N)	31,020	1150
	Regency Square (Z)	30,355	1149
	Bartholomews (Z)	28,722	1139
	The Drive (N)	28,454	1073
	Blatchington Road (N)	27,136	1048
	Prince Albert Street (Z)	25,713	1034
	Montpelier Road (Z)	25,648	999
	Kings Road (Z)	25,035	987

	Church Road (N)	23,231	914
	Brunswick Place (M)	22,586	865
	Kingsway (M)	21,105	859
	King Alfred CarPark (N)	20,865	857
	Marine Parade (H)	20,548	823
	Ship Street (Z)	20,462	814
	Totals	682,523	26,476
	Grand Totals	2,796,974	98,296

Corporate complaints

Knowing what you think about the service you receive is important to us so that we can make improvements where they are most needed. Your comments, compliments and complaints will be treated in the strictest confidence. Please note appeals against Penalty Charge Notices have to be dealt with under the statutory appeals process. If you are unhappy with our response you can appeal to the Traffic Penalty Tribunal which is independent of the council and whose decision is final.

Comments on a council service can be completed [online](#), by emailing complaints@brighton-hove.gov.uk or calling the freephone number (0500) 291229. If you are not happy with something we have done, please contact us directly and we will try to resolve any issues as quickly as possible. We may be able to explain why things have been done a certain way. If you have contacted us and are still not happy with what we have done you can make a formal complaint by using the same contact details as above.

It is always nice to get positive feedback too! If you have any compliments, please let us know. As this is greatly appreciated by the team who do a tough but important and valuable job.

The table below shows the number of complaints received by Parking Infrastructure and the average time to reply each month. As can be seen the average response time has increased but the number of complaints has gone down.

Month	Total number complaints received 2011/12	Average response time 2011/12	Total number of complaints received 2010/11	Average response time 2010/11
April	2	10	9	8
May	2	0	9	10
June	2	4	8	6

July	6	15	5	6
August	8	13	8	4
September	2	22	8	20
October	11	7	8	7
November	12	10	3	7
December	6	22	3	5
January	6	18	9	4
February	8	11	6	4
March	8	10	6	7
Total	71	12	82	8

Penalty Charge Notices

Month	PCNs 20011- 12	VOID PCNs 2011-12	Valid PCNs 2011-12	PCNs 2010-11	VOID PCNs 2010-11	Valid PCNs 2010-11
April	10111	79	10032	9370	99	9271
May	10658	84	10574	9528	111	9417
June	9817	79	9738	9267	107	9160
July	10978	78	10900	10144	122	10022
August	10642	89	10553	10375	98	10277
September	9610	71	9539	8525	72	8453
October	10734	85	10649	9653	91	9562
November	9669	85	9584	8350	79	8271
December	9294	65	9229	6779	65	6714
January	9039	75	8964	9572	99	9473
February	8185	59	8126	8925	74	8851
March	8269	60	8209	9890	86	9804
TOTAL			116097			109275

Chapter 12 - Financial Information

Detailed Income

Income by source	2011-12	£ 2010-11	£ 2009-10	£ 2008-09
On street parking charges	9,220,144	9,011,212	8,305,464	8,136,678
Permit income	4,482,426	4,028,584	3,764,444	3,423,926
Penalty Charge Notices (inclusive of bad debt provision)	4,315,078	3,697,823	3,968,402	4,210,984
Other income	12,342	15,699	16,427	10,711
Total	18,029,990	16,753,318	16,054,737	15,815,263

Detailed Expenditure

Direct costs of Civil Parking Enforcement	2011-12	£ 2010-11	£ 2009-10	£ 2008-09
Enforcement	3,459,669	3,587,194	3,588,029	3,614,447
Admin, appeals, debt recovery and maintenance	3,329,736	3,351,491	3,175,184*	3,004,859
Scheme review / new schemes	939,709	892,716	776,610	569,703
Capital charges	773,718	1,355,570	1,119,727	1,217,660
Total direct costs	8,502,832	9,186,971	8,659,550*	8,406,669
Surplus after direct costs	9,527,158	7,566,346	7,395,187*	7,408,594

*figures show finalised accounts and therefore differ slightly from the provisional figures shown in the previous parking annual report.

Surplus after direct costs is used to contribute towards spending in follow areas of Transport and Highways

Funding for other transport and highways related projects supported by CPE income	2011-12	£ 2010-11	£ 2009-10	£ 2008-09
Supported bus services	1,155,562	1,160,123	1,229,650	1,103,928
Other public transport services	373,866	360,724	360,788	341,181
Concessionary bus fares	9,277,361*	6,765,578	6,804,527	5,757,141
Capital investment borrowing costs	3,382,755	3,327,000	3,264,169	3,023,631
Total	14,189,544	11,613,425	11,659,134	10,225,881

* change to the government funding formula

In 2011-12 Civil Parking Enforcement surplus was £9,527,158. This compares to £7,566,346 in 2010-11.

Income increased by £1,277,000 (a rise of 7.6%) and expenditure fell by £684,000 (a fall of £7.4%)

The surplus contributes towards the part funding of:

Bus subsidies: Various bus routes were subsidised throughout the city in 2010/11. For further information see <http://www.brighton-hove.gov.uk/index.cfm?request=c1000802&showTranslator=true#bodyText1>

Concessionary Bus Fares: The Civil Parking Enforcement surplus contributes towards providing free bus passes for the elderly and disabled. The central government funding formula for free bus passes changed in April 2011

which resulted in the cost of this service rising to £9.2m. For more information about how to apply for a concessionary bus pass please see <http://www.brighton-hove.gov.uk/index.cfm?request=c1132722>

Local Transport Plan Costs:

The Local Transport Plan for 2011-12 was 100% grant funded from the Department for Transport, so there are no borrowing costs included in relation to the Local Transport Plan for this year. The borrowings costs of £3,382,755 relate to previous years Local Transport Plan schemes since 2001

Each year a report is presented to the Environment Cabinet Members Meeting to agree how funds will be allocated to deliver the Local Transport Plan capital programme for the following year.

Some of the projects include:

- Quality Bus Partnership Initiative
- Walking facilities (dropped kerbs & tactile)
- Cycle parking
- A23 Sustainable Transport Corridor
- Cycle Route signing
- Travel Plans for Schools
- Pedestrian priority Ship St/Old town
- Traffic control improvements
- Brighton station gateway
- Walking network improvements
- Cycle route Old Shoreham Road
- Pedestrian wayfinding and signing project
- Electric vehicle charging points (Local Transport Plan)
- Cycle priority
- New Road/Church Street junction and crossing
- Electric vehicles
- Madeira Drive structures
- Seafront railings
- Chatham Place rail bridge support

- Bear Road retaining wall
- Dyke Road Drive retaining wall
- Marine Parade retaining wall
- Footways maintenance 2011-12
- Highways Maintenance 2010-12
- Elm Grove – Local Transport Plan
- Queens Park –Local Transport Plan

Appendix 1 - Parking in the press

Press releases

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=279605

New parking scheme for Preston Park

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=276125

Council takes action on eye sore car park

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=269365

New electric vehicle charging points

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=264927

social media

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=277265

Albion parking

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=271505

Blue Badge scheme

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=263325

New cycle parking for Brighton station

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=277385

New parking tariffs on seafront

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=269325

Citywide parking review

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=275605

Residents say yes to parking schemes

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=275045

Minority groups

http://www.brighton-hove.gov.uk/index.cfm?request=b1149084&action=show_pr&id=264145

City's electric vehicle project wins award

Appendix 2 – Parking charges for off-street and other areas operated by Brighton and Hove City Council 1 April 2012

PARKING TARIFFS 1 April 2012

Car parks

The Lanes

1 hour	1.00
2 hours	5.00
4 hours	12.00
9 hours	20.00
24 hours / Lost ticket	23.00
Weekend - 1 hour	4.00
Weekend - 2 hours	8.00
Weekend - 4 hours	15.00
Weekend - 9 hours	20.00
Weekend - 24 hours / Lost ticket	25.00
Evenings 18.00 – 24.00	4.50
Lost ticket admin fee	5.00
Overnight 16.00 – 11.00 (hotel discount)	10.00
Annual season ticket	2,500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	1500.00

London Road

1 hour	1.00
2 hours	3.00
4 hours	5.00
9 hours	8.00
24 hours / Lost ticket	15.00
Weekend - 1 hour	2.00
Weekend - 2 hours	4.00
Weekend - 4 hours	6.00
Weekend - 9 hours	8.00
Weekend - 24 hours / Lost ticket	17.50
Evenings 1800 - 2400	4.50
Overnight 16.00 – 11.00 (hotel discount)	8.00
Lost ticket admin fee	5.00
Annual season ticket	1,000.00
Annual season ticket - reduced rate	750.00
Weekly	50.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	400.00

Regency Square

1 hour	1.00
3 hours	5.00
4 hours	7.00
6 hours	9.50
24 hours / Lost ticket	12.50
Weekend - 1 hour	2.50
Weekend - 3 hours	5.00
Weekend - 4 hours	7.00
Weekend - 6 hours	9.50

Weekend - 24 hours / Lost ticket	12.50
Evenings 1800 - 2400	4.50
Lost ticket admin fee	5.00
Quarterly season ticket	500.00
Annual season ticket	1500.00
Overnight 16.00 – 11.00 (hotel discount)	10.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	600.00

Trafalgar Street

1 hour	1.00
2 hours	2.50
4 hours	4.00
6 hours	6.00
9 hours	7.50
24 hours / Lost ticket	12.50
Weekend - 2 hours	2.50
Weekend - 4 hours	4.00
Weekend - 6 hours	6.00
Weekend - 9 hours	7.50
Weekend - 24 hours / Lost ticket	12.50
Evenings 1800 - 2400	4.50
Overnight 16.00 – 11.00 (hotel discount)	10.00
Lost ticket admin fee	5.00
Quarterly season ticket	750.00
Annual season ticket	1500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	600.00

King Alfred

1 hour	1.50
2 hours	2.00
3 hours	2.50
4 hours	3.00

Carlton Hill

2 hours	4.00
4 hours	8.00
9 hours	10.00
24 hours	17.50
Quarterly season ticket	750.00

High Street

2 hours	4.00
4 hours	8.00
9 hours	10.00
24 hours	17.50
Quarterly season ticket	750.00
Annual season ticket	2000.00

Oxford Court Car Park

2 hours	4.00
4 hours	8.00
9 hours	10.00
24 hours	17.50
Quarterly season ticket	750.00

Norton Road

1 hour	1.00
2 hours	1.50
4 hours	2.50
5 hours	3.50
9 hours	4.50
12 hours	5.00
Annual Season Ticket	750.00

Rottingdean West Street

1 hour	1.00
2 hours	1.50
3 hours	2.50

Rottingdean Marine Cliffs

1 hour	1.00
2 hours	1.50
11 hours	2.50
Quarterly season ticket	50.00

Haddington Street

1 hour	1.00
2 hours	1.50
3 hours	2.50

Black Rock

1 hour	1.00
2 hours	2.00
3 hours	3.00
4 hours	4.00
9 hours	5.00

On-street (Pay & Display)

CENTRAL ZONE

1 hour	3.50
2 hours	6.00
4 hours	10.00
11 hours	20.00

OUTER ZONE

1 hour	1.00
2 hours	2.00
4 hours	3.00
11 hours	5.00

Madeira Drive (coach park)

8 hours	15.00
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Permits

Residents permits

1 year (full scheme)	115.00
3 months (full scheme)	40.00
1 year (light touch)	80.00
6 months (light touch)	50.00
1 year (full scheme) - low emission	57.50
3 months (full scheme) - low emission	20.00
1 year (light touch) - low emission	40.00
6 months (light touch) - low emission	25.00
Resident zone change (admin fee)	10.00
Refunded permit (admin fee)	10.00
Resident change of vehicle (admin fee)	10.00
Replacement resident permit (admin fee)	10.00
Blue Badge resident permit	10.00
Blue Badge resident permit (light touch)	10.00

Visitors Permits

Full scheme - per permit	2.50
Light touch – per permit	1.50

Blue Badge (3 years)	10.00
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Car Club (1 year)	20.00
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Traders Permits

One year	600.00
3 months	160.00
Refunded permit (admin fee)	10.00
Change of vehicle permit (admin fee)	10.00
Replacement traders permit (admin fee)	10.00

Business Permits

One year	300.00
3 months	85.00
Business zone change (admin fee)	10.00
Refunded permit (admin fee)	10.00
Change of vehicle permit (admin fee)	10.00
Replacement business permit (admin fee)	10.00

School Permits

One year	115.00
3 months	40.00

Hotel Permits

Area C (24 hours)	7.50
Area N (1 day)	3.00

Suspensions

Suspensions (1st 8 weeks)	40.00
Suspensions (Over 8 weeks)	20.00

Doctors Permits (per bay)	80.00
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Electric Vehicles Permit	20.00
Carers Permits (not Professional)	Free
Waivers (1 day)	10.00
Professional Carers (1 year)	25.00
Dispensations (1 year)	30.00

Appendix 3 - Cancellations by reason 2011/12

State Description	Total
Adjudicator - Adjudicator allowed	10
Adjudicator - Adjudicator decision consent order	4
Adjudicator - No Contest	34
Appeal - Not Contested	64
Cancelled - Adjudications Allowed	100
Cancelled - Spoiled after issue (PCN not valid)	492
Cancelled - Vehicle Drive Away	1063
Mitigating - Medical Reason	387
Mitigating - Dips\Waiver\PCB	139
Mitigating - First Offence, Discretion Applied	1345
Mitigating - Hotel permit Incorrectly Completed	141
Mitigating - Hotel Permit Valid	74
Mitigating - Special Circumstances	1181
Mitigating - Subsequent PCN Cancel	579
Mitigating - Valid Disabled Badge	665
Mitigating - Valid P&D	4088
Mitigating - Valid Resident Permit	422
Mitigating - Valid Visitor Permit	1048
Processing error - Invalid PCN - CEO error	417
Processing error - Email lost	34
Processing error - Inadequate signing/Lining	187
Processing error - Insufficient evidence	89
Processing error - NTO Rep Out of Time	207
Processing error - Office Issuing error	261
Processing error - Out of Time (initial challenge)	19
Processing error - P & D Machine faulty	274
Processing error - Scanning Issues	5
Processing error - TRO Invalid	6
Processing error Back office	100
Processing error insufficient photographs	46
TRO exempt - Alighting Passenger	79
TRO exempt - Circumstances beyond drivers control	331
TRO exempt - Emergency Work	477
TRO exempt - Handheld Void	605
TRO exempt - Loading/unloading evidence	1765
TRO exempt - Police /emergency Vehicle	33
TRO exempt - Statutory Duties	71
TRO exempt - Test Notice	2
TRO exempt - Vehicle broken down	465
TRO exempt - Vehicle stolen	99
TRO exempt - Window Cleaner	40
Grand Total	17448

Appendix 4 - Civil Enforcement Officers Contravention Code of Practice

		Traffic Management Act 2004
	On street - Higher level penalty charge parking contraventions	
Code	Description	Notes
01	Parked in a restricted street during prescribed hours	
02	Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force	
12	Parked in a residents' or shared use parking place without clearly displaying either a permit, voucher, or pay and display ticket for that place	This code relates only to resident or shared use bays. This code is used where the driver has made no attempt to park correctly and is either displaying nothing, or something that could never have been valid for that parking place. This code is used where the driver has made no attempt to park correctly and is either displaying nothing, or something that could never have been valid for that parking place. This code is used where the driver has made no attempt to park correctly and is either displaying nothing, or something that could never have been valid for that parking place. This code is used where the driver has made no attempt to park correctly and is either displaying nothing, or something that could never have been valid for that parking place.
14	Parked in an electric vehicles' charging place during restricted hours without charging	
16	Parked in a permit space without displaying a valid permit	Not for use in resident or shared use bays. Applies to permit bays designated for specific users such as business, ambulance, car club and doctors bays
18	Using a vehicle in a parking place in connection with the sale or offering or exposing for sale of goods when prohibited	This is not used
20	Parked in a loading gap marked by a yellow line	This is not used
21	Parked in a suspended bay/space or part of a bay/space	
23	Parked in a parking place or area not designated for that class of vehicle	This depends on the tax class of the vehicle and where it is parked. A vehicle of a different tax class uses a bay, e.g. a motorcycle bay or a coach bay, a coach parked in a motorcycle bay. The bay has to be designated for a specific class of vehicle (not a type of vehicle, like a permit bay) and any vehicle of that class can park there, e.g. any coach can park in a coach bay and any motorcycle can park in a motorcycle bay - no permit is needed
25	Parked in a loading place or area not designated for that class of vehicle	On street loading bays

AGENDA ITEM 18- APPENDIX 1

26	Vehicle parked more than 50 cm from the edge of the carriageway and not within a designated parking place	Double Parking
27	Parked adjacent to a dropped footway	If DYL then issue and remove unless blue badge h which case issue and relocate - Issue as a 01
		If no yellow lines - providing a complaint from the m then issue and and remove on code 27
40	Parked in a designated disabled persons' parking place without clearly displaying a valid disabled persons badge	If a vehicle is seen parked in a disabled parking ba displaying a valid Disabled Blue Badge, or displaying a badge t incorrect way this could lead to a PCN being issued and the veh relocated
41	Parked in a parking place designated for police vehicles	
45	Parked in a taxi rank	
46	Stopped where prohibited (on a red route clearway)	This is not used
47	Stopped on a restricted bus stop/stand	
48	Stopped in a restricted area outside a school	
49	Parked wholly or partly on a cycle track	
55	A commercial vehicle parked in a restricted street in contravention of the overnight Waiting Ban	This is not used
56	Parked in contravention of a commercial vehicle waiting restriction	This is not used (no overnight waiting restriction)
57	Parked in contravention of a coach ban	This is not used (no overnight waiting restriction)
61	A heavy commercial vehicle wholly or partly parked on a footway, verge or land between two carriageways	This is not used
62	Parked with one or more wheels on any part of an urban road other than a carriageway (footway parking)	This is not used
99	Stopped on a pedestrian crossing and/or crossing area marked by zig zags	
	On street - Lower level penalty charge parking contraventions	
Code	Description	Notes
04	Parked in a meter bay when penalty time is indicated	This is not used

AGENDA ITEM 18- APPENDIX 1

05	Parked after the expiry of paid for time	Parked after the expiry time of the initial paid for time the pay and
		display machine. If pay and display ticket has a time 13.00 a PCN
		can be issued at 13.05
06	Parked without clearly displaying a valid pay and display ticket	If a pay and display ticket has been purchased from machine, but has
		not been placed in the vehicle clear to see. Also if and display
		ticket is purchased, therefore parking with no payment
07	Parked with payment made to extend the stay beyond initial time	Meter feeding' In pay and display bays after the initial payment to park
		has been made, then purchasing a further pay and ticket to extend
		the time to park without moving the vehicle
		Providing the time in the bay has not been exceeded we should issue
08	Parked at an out of order meter during controlled hours	This is not used
09	Parked displaying multiple pay and display tickets where prohibited	This is not used
10	Parked without clearly displaying two valid pay and display tickets when required	This is not used
11	Parked without payment of the parking charge	This is not used
15	Parked in a residents' parking space without clearly displaying a valid residents' parking permit.	Not for use in England
19	Parked in a residents' or shared use parking place displaying an invalid permit, an invalid voucher or an invalid pay and display ticket	As for a code 12, this is only for use in resident or use bays. It is used where the driver has made some attempt to park correctly and is displaying something which could have been valid valid at some time for that bay, for example, a resident permit that expired (depending on what grace period is given for expired permits, e.g 7 days), or a pay and display ticket that has expired by less hours, or an incorrectly completed voucher.
22	Re parked in the same parking place or zone within one hour of leaving	On time limited bays (e.g. 3 hour max stay no return) if the vehicle is parked in the same set of bays even if the vehicle and returned 1 hour would have had to lapsed.

AGENDA ITEM 18- APPENDIX 1

24	Not parked correctly within the marking on the bay or space	If a vehicle is parked not fully within the markings or as marked on
		the highway. (One third of the vehicle has to be overhanging the bay
		markings or one third of the connecting bay is obstructed
30	Parked for longer than permitted	If there is a time limit to the bay (e.g.2 hours no restriction) and the
		vehicle is seen parked for longer than the allowable time then a PCN will
		be issued
35	Parked in a disc parking place without clearly displaying a valid disc	This is not used
36	Parked in a disc parking place for longer than permitted	This is not used
63	Parked with engine running where prohibited	This is not used
	Off street - Penalty Charge Parking contraventions	
Code	Description	Notes
80	Exceeded the max Stay - For example Haddington St where the max stay is 3 hours	Lower PCN
81	In restricted area - Parked in a restricted area of the car park not designated as a parking bay	Higher PCN
82	Overstaying P&D ticket- Parked after expiry time	Lower PCN
83	No valid P&D ticket	Lower PCN
84	Additional payment made to extend the parking from the first time purchased	Lower PCN
85	In permit section - parked in permit bay without clearly displaying a valid permit	Higher PCN
86	Parked beyond the bay markings (outside the marking of the bay)	Higher PCN
87	Parked in a Disabled Persons parking space without clearly displaying a valid disabled persons badge	Higher PCN
89	height/weight limit	This is not used
91	Wrong class of vehicle	Higher PCN
92	Causing an obstruction -i.e. on ramp or blocking exit points	Higher PCN

Appendix 5 - Code of Practice for Postal Penalty Charge Notices

CCTV Parking Enforcement

To be undertaken in all locations visible to the static cameras located in North Street / Western Road, London Road, Lewes Road.

CCTV monitoring officers will be BTEC qualified in data protection and all relevant legislation and follow the Code of Practice for CCTV enforcement.

CCTV devices will be approved for parking enforcement by the Vehicle Certification Agency through submission of a technical file prior to enforcement and therefore be 'approved devices' in accordance with the legislation.

Only the following parking contraventions may be enforced by the CCTV cameras

Contravention 02 - Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force.

Contravention 45 - Parked in a taxi rank

Contravention 47 – Parked on a restricted bus stop/stand.

Contravention 99 - Stopped on a pedestrian crossing and/or area marked by zigzags

For all contraventions CCTV monitoring officers will

- Zoom in for close up of vehicle
- Pan out for context shot
- Operator to make notes of any activity carried out by the driver

Regulation ten 'Postal' PCNs on issued foot

Regulation ten PCNs will only be issued Civil Enforcement Officers following relevant training.

They may be issued for the following contravention codes

Contravention 02 - Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force.

Contravention 40 – Parked in a designated disabled person's parking place without displaying a valid disabled person's badge

Contravention 45 - Parked in a taxi rank

Contravention 47 – Parked on a restricted bus stop/stand.

Contravention 48 – Parked in a restricted area outside a school

Contravention 49 – Parked wholly or partially on a cycle track

Contravention 99 - Stopped on a pedestrian crossing and/or area marked by zigzags

Comprehensive pocket book notes will be taken. Good quality photos are required for the contravention to be proved.

Regulation ten PCNs will be spot checked to establish whether sufficient evidence has been gathered for a PCN to be issued. Following enquiries with DVLA PCNs will be issued in accordance with statutory timescales and on notices specifically designed for regulation ten PCNs.

Glossary of Terms

Bus Lane Enforcement

A bus lane is restricted to buses and is used to speed up the bus service and aide in them running on time. In Brighton & Hove taxis and bicycles can also use bus lanes. The central bus lanes are enforced by the local authority. The police still enforce those outside of central Brighton.

Challenge

An objection made against a Penalty Charge Notice before a Notice To Owner is issued.

Cancellations

A Penalty Charge Notice is cancelled when we believe that it would be unjust to pursue the case of when there is an applicable exemption.

Civil Enforcement Officer – CEO

This is the name given to officers who used to be known as Parking Attendants. They must be employed by the council or through a specialist contractor. In Brighton & Hove they are employed through NSL (formerly NCP).

Civil Parking Enforcement – CPE

This is the name given to the enforcement of parking regulations by Civil Enforcement Officers (CEO) under the Traffic Management Act 2004.

Contravention

Failure of the motorist to comply with traffic or parking regulations as set by local Traffic Regulation Orders (TRO).

Controlled Parking Zone - CPZ

An area where parking is restricted during specified times. This ensures that the needs of all motorists are catered for within the city. Signs are placed at entry points throughout the zone and where the restrictions differ to those on entry. There is no requirement to sign double yellow lines however single yellow lines will be signed.

Decriminalised

This means that it is not illegal to park in contravention of parking regulations. Enforcement of regulations within a Special Parking Area and is the sole responsibility of the Local Authority and not the police. Parking is a civil offence rather than a criminal offence. Unpaid charges are pursued through debt collection agencies and not through the courts.

Decriminalised Parking Enforcement –DPE

This is the name given to the enforcement of parking regulations by Civil Enforcement Officers (CEO) under the Road Traffic Act 1991.

Department for Transport – DfT

This is the Government department responsible for the English transport network and transport matters in Scotland, Wales and Northern Ireland which are not devolved. The department is run by the Secretary Of State for Transport.

Differential Parking Penalties

This is the name for the different levels of charges implemented by the Traffic Management Act 2004. Higher level contraventions are £70 and lower levels are set at £50. The different charges reflect the seriousness of the offence.

Fixed Penalty Notice - FPN

These were introduced in Great Britain in the 1950s to deal with minor parking offences. These can only be issued by the police.

Local Transport Plan – LTP

These are an important part of transport planning within England. We are required to prepare them as plans for the future and present them to the Department for Transport.

NO

Nitrogen Oxide

NO2

Nitrogen Dioxide

Notice To Owner – NtO

This is a statutory notice that is served by the authority to the registered keeper of the vehicle that was issued with the Penalty Charge Notice (PENALTY CHARGE NOTICE (PCN)). This will be served when a PENALTY CHARGE NOTICE (PCN) is unpaid for 28 days. When the registered keeper, or the person the council believed to be the keeper of the vehicle, receives this they can either ;

- make a payment of the full charge
- make representation (an appeal)

NSL – formerly National Car Parks (NCP)

NSL are Brighton & Hove's parking enforcement service provider working under contract.

Off-street parking

These are facilities provided through car parks

On-street parking

These are facilities provided on the kerbside such as pay and display or permit parking

Penalty Charge Notice – (PCN)

This is issued to a vehicle that is believed to be parked in contravention of the local Traffic Regulation Order.

Registered Keeper

The person who is deemed to be legally responsible for the payment of a PCN. These details are obtained from the Driver and Vehicle Licensing Agency (DVLA)

Representation

This is a challenge against the PCN after the Notice To Owner is issued.

Special Parking Area - SPA

An area where on-street parking is subject to Civil Parking Enforcement (CPE). Local Authorities will enforce the regulations through Civil Enforcement Officers.

Traffic Management Act 2004 – TMA

This act was passed by UK government in 2004. This law details street works and parking regulations. The act has been implemented since 31st March 2008.

Traffic Penalty Tribunal –TPT

The Traffic Penalty Tribunal decides appeals against parking penalties issued by Civil Enforcement Authorities in England (outside London) and Wales and against bus lane penalties issued by Civil Enforcement Authorities in England (outside London).

The Traffic Penalty Tribunal is the final stage of appeal for motorists or vehicle owners against a penalty issued by a council in England (outside London) and Wales.

Traffic Regulation Order – TRO

This is the statutory legal document necessary to support any enforceable traffic or highway measures.

Subject:	VARIOUS CHANGES TO PARKING RESTRICTIONS		
Date of Meeting:	2nd October 2012		
Report of:	Strategic Director - Place		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	E-mail:	charles.field@brighton-hove.gov.uk	
Key Decision:	No	Forward Plan No. N/A	
Wards Affected:	Central Hove, East Brighton, Goldsmid, Hangleton & Knoll, Hanover & Elm Grove, Hollingdean & Stanmer, Hove Park, Moulsecoomb & Bevendean, North Portslade, Patcham, Preston Park, Queens Park, Regency, Rottingdean Coastal, St Peter's & North Laine, South Portslade, Westbourne, Wish, Withdean, Woodingdean.		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Parking Infrastructure Team receives a number of requests for alterations to parking restrictions. These requests are most often from residents, but can also be from businesses, local members, or other teams within the Council such as Road Safety. After investigation, if it is decided that the request is justified then it is advertised on a Traffic Order. These amendments often help to improve sustainable transport, for example by providing additional motorcycle bays or improved accessibility for disabled people by providing disabled parking bays.
- 1.2 This report considers the comments, support and objections received to an amendment Traffic Regulation Order, which contains proposals and amendments for over 100 roads.

2. RECOMMENDATIONS:

- 2.1 The Committee is recommended to (having taken into account of all the duly made representations and objections):

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

- a) The proposed removal of disabled parking bays in Henfield Way, Hollingbury Park Avenue, Norman Road and Sandgate Road, are to be removed from the Traffic Order as these bays are still required by local residents.
- b) The proposed change to time restrictions of shared parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road is to be removed from the Traffic Order due to reasons outlined in section 3.4
- c) The proposed removal of the disabled parking bay in Titian Road is to be removed from the Traffic Order due to the reasons outlined in section 3.6
- d) The proposed Loading Ban in (north/south section) in Queens Place is to be removed from the Traffic Order due to reasons outlined in section 3.7

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 This combined Traffic Order includes proposed restrictions for over 100 roads. A number of objections were received to the advertised Traffic Regulation Orders. 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. Although proposals with no objections do not need to be agreed at the meeting a summary of overall proposals are detailed in Appendix C so the Committee is aware of what is being taken forward.

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

- a) Lorna Road (Goldsmid – Controlled Parking Zones O) – proposed change to time restrictions of shared parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs.
- b) The Upper Drive (Hove Park – Controlled Parking Zone O) – proposed motorcycle bay.
- c) Titian Road (Wish – Controlled Parking Zone W) – proposed removal of disabled parking bay outside No.17.
- d) Queens Place (St Peter's & North Laine – Controlled Parking Zone Y) – proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm.
- e) The Highway (Moulsecoomb & Bevendean) – proposed removal of a taxi rank.

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

- a) Shaftesbury Place (Preston Park – Controlled Parking Zone J) – proposed removal of permit parking bays.
- b) The Drive (Goldsmid – Controlled Parking Zone N) – proposed loading ban outside Philip Court.
- c) Wilbury Road (Goldsmid – Controlled Parking Zone N) – proposed extension to motorcycle bays.
- d) Queens Place (north/south section and east/west section) (St Peter's & North Laine – Controlled Parking Zone Y) – proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm.
- e) Sillwood Street/Sillwood Road (Regency – Controlled Parking Zone Z) – proposed relocation of a motorcycle bay.
- f) King's Road (Regency – Seafront) – proposed loading bay next to Bandstand.

Summary of Objections

- 3.4 **Lorna Road** - there have been 9 objections to the proposed change of the time restriction of the shared parking from 4 hrs no return within 4 hrs to 2 hrs no return within 4 hrs. This was requested by residents via a petition, which was presented at an Environment, Transport & Sustainability Cabinet Members Meeting on 29th November 2011. The petition recommended restricting visitors parking to 2hrs allowing the residents more opportunity to park in the shared bays. However, following consultation some residents felt that the parking time restrictions should remain as they are and one of the Ward Councillors also opposed the proposal. Therefore, due to the objections we are recommending not to proceed with this proposal.
- 3.5 **The Upper Drive** – the Council received a petition with 4 signatures objecting to the proposed motorcycle bay location and offering a more suitable location within the section of shared parking. This was originally requested by a resident as there were no motorcycle bays in that vicinity. However, the location proposed in the petition would also be a suitable location for the motorcycle bay and would not affect any other residents. Therefore, it is felt that we should proceed with the motorcycle bay but at the other end of the shared bay section as requested by residents in the petition.
- 3.6 **Titian Road** – there has been one objection to the proposed removal of the disabled parking bay outside No.17. According to Council records the original applicant contacted the Council to say that they no longer had a vehicle. The original applicant and a resident in the vicinity have been sent application forms and at this present time these have not been returned.

However, we will delay proceeding with the proposal to remove the disabled parking bay within this traffic order. If these application forms are not received by September 2012 the proposal will be re-advertised on our next Traffic Order due to be advertised in November 2012.

3.7 **Queens Place (north/south section & east/west section)** – there have been 3 objections and 2 items of support to the proposed no loading Monday to Sunday 7am to 10 am and 4pm to 7pm. This was requested by residents to prevent large vehicles from loading/unloading and prevent obstruction to all road users on this narrow road. However, following the consultation there are concerns that these proposals will seriously affect some businesses in this area.. Therefore, we are recommending to proceed with the east/west section of Queens Place where the main problem is obstruction by small vehicles parked for long periods. However, it is proposed to withdraw the north/south section loading ban (but proceed with the single yellow line changes) for further investigation as currently there is no viable nearby alternative for businesses to load / unload without causing an obstruction particularly at peak times.

3.8 **The Highway** - there has been 1 objection to the proposed removal of a Taxi Rank. This was requested by residents via a petition, which was presented at an Environment, Transport & Sustainability Cabinet Members Meeting on 4th October 2011. The Taxi Rank has been monitored for several months and it was noted that it has rarely been used. We do appreciate the need for taxi companies to have dedicated spaces; however this area has huge demand for parking particularly for residents and the Council needs to ensure the parking spaces are utilised. Therefore, we propose to proceed with the removal of the Taxi Rank.

4. CONSULTATION

- 4.1 The Traffic Regulation Order was advertised between the 16th June 2012 and 7th July 2012.
- 4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 4.3 Notices were also put on street on the 16th June 2012; 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 Argus newspaper on the 16th June 2012. Detailed plans and the order were available to view at Hove Library, Jubilee Library, the City Direct Offices at Bartholomew House and Hove Town Hall.
- 4.4 The documents were also available to view and to respond to directly on the Council website.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial implications:

- 5.1 The full cost of advertising the order and having the lining and signing amended will be covered from the existing traffic revenue budget.

Finance officer consulted: Karen Brookshaw

Date: 12/09/12

Legal Implications:

- 5.2 The Traffic Orders have been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution. There are no human rights implications to draw to Members' attention.

Lawyer consulted: Carl Hearsom

Date: 31/08/12

Equalities Implications:

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

Sustainability Implications:

- 5.3 The new motorcycle bays will encourage more sustainable methods of transport.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

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

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 For the majority of the proposals the only alternative option is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined in Appendix A and within the report.
- 6.2 For the proposals outlined as being removed from the order in the recommendations the only alternative option is taking these forward. However, it is the recommendation of officers that these proposals are not taken forward for the reasons outlined in the recommendations.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the Traffic Order with amendments after taking into consideration of the duly made representations and objections.

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

1. None

Background Documents

1. None

APPENDIX A

Who	Road / Ward	Object / Support	Contents	Comments/Recommendations
Resident	Controlled Zone J – Preston Park	Support	<u>Proposed removal of Permit Parking bays in Shaftesbury Place</u> – Fully support this proposal.	
Councillor	Controlled Zone N – Goldsmid	Support	<u>Loading Ban outside Philip Court, The Drive</u> – Support the proposed loading ban near Philip Court as it restricts drivers visibility.	
Resident	Controlled Zone N – Goldsmid	Support	<u>Proposed Extension to Motorcycle Bays in Wilbury Road</u> – Support this proposal. By making the bays larger this will hopefully assist in protecting parked motorcycles.	
Resident	Controlled Zone O – Goldsmid	Objection	<p><u>Proposed change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> - Object to the proposed change to the shared parking as this will penalise family and friends visiting residents in Lorna Road.</p> <p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <p>- This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.</p>	
Councillor	Controlled Zone O –	Objection	<u>Proposed change to time restrictions of Shared Parking from 4hrs no return within 4hrs to 2hrs no</u>	<u>Change to time restriction of Shared Parking from 4hrs no</u>

	Goldsmid		<p><u>return within 4hrs in Lorna Road</u> – Object to the proposed parking bay changes. Some residents were not aware of the original petition.</p>	<p><u>return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <ul style="list-style-type: none"> - This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.
Resident	Controlled Zone O – Goldsmid	Objection	<p><u>Proposed change to time restrictions of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Objection to the proposal as work from home and need visitors to stay much longer than the new proposed time.</p>	<p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <ul style="list-style-type: none"> - This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.
Resident	Controlled Zone O – Goldsmid	Objection	<p><u>Proposed change to time restrictions of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Object to the new parking restrictions. Changing the length of time from 4 to 2 hours is unnecessary.</p>	<p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <ul style="list-style-type: none"> - This was requested by residents via a petition, which

Resident	Controlled Zone O – Goldsmid	Objection	<p>Proposed change to time restrictions of Shared Parking from <u>4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Object to the new proposed restrictions as this would be too restrictive for visitors. Several residents did not see the petition so could not sign or object to the proposal. The Parking restrictions should remain as they are at present.</p>	<p>was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.</p> <p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <p>- This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.</p>
Resident	Controlled Zone O – Goldsmid	Objection	<p>Proposed change to time restrictions of Shared Parking from <u>4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Object to the proposal. This is a residential area and residents often have family and friends over and this proposal would be totally disruptive to their visits if they have to keep moving their vehicles around. The parking should remain as it is.</p>	<p>Change to time restriction of Shared Parking from <u>4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <p>- This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow</p>

Resident	Controlled Zone O – Goldsmid	Objection	<p><u>Proposed change to time restrictions of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Object to the proposal. It is important that visitors can park in the shared bays for up to 4 hours. A better solution is to have parking enforcement on Sundays.</p>	<p>the residents to park in the shared bays.</p> <p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <p>- This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.</p>
Resident	Controlled Zone O – Goldsmid	Objection	<p><u>Proposed change to time restrictions of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Object to the proposal. Restrictions should only apply in the evenings from 6pm and on Sundays, but not during the day.</p>	<p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <p>- This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.</p>

Resident	Controlled Zone O – Goldsmid	Objection	<p><u>Proposed change to time restrictions of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u> – Object to the proposal. The parking should remain as it is.</p>	<p><u>Change to time restriction of Shared Parking from 4hrs no return within 4hrs to 2hrs no return within 4hrs in Lorna Road</u></p> <p>- This was requested by residents via a petition, which was presented at an Committee Meeting on 29th November 2011. This is to restrict visitors parking to 2hrs and allow the residents to park in the shared bays.</p>
Residents	Controlled Zone O – Hove Park	Objection (4 Signature Petition)	<p><u>Proposed Motorcycle Bay outside No.60 The Upper Drive</u> – Object to the proposed location of new motorcycle bay and propose that this bay be located at the northern end outside No.66 The Upper Drive. The reasons for this are the proposed location is subject to prevailing high winds and this causes the motorcycles to be blown over causing damage. The proposed location is more isolated and at risk of vandalism or theft. The motorcycle owners occupy properties near the alternative location.</p>	<p><u>Proposed Motorcycle Bay outside No.60 The Upper Drive</u> – This was requested by a resident as there were no motorcycle bays in that vicinity. Motorcycle bays will also encourage more sustainable methods of transport.</p>
Resident	Controlled Zone W – Westbourne	Objection	<p><u>Proposed Removal of Disabled Parking Bay outside No.17 Tifian Road</u> – Object as this bay is always used and its removal would cause unnecessary hardship. Also parking is extremely</p>	<p><u>Proposed Removal of Disabled Parking Bay outside No.17 Tifian Road</u> – This was requested by the original applicant as they</p>

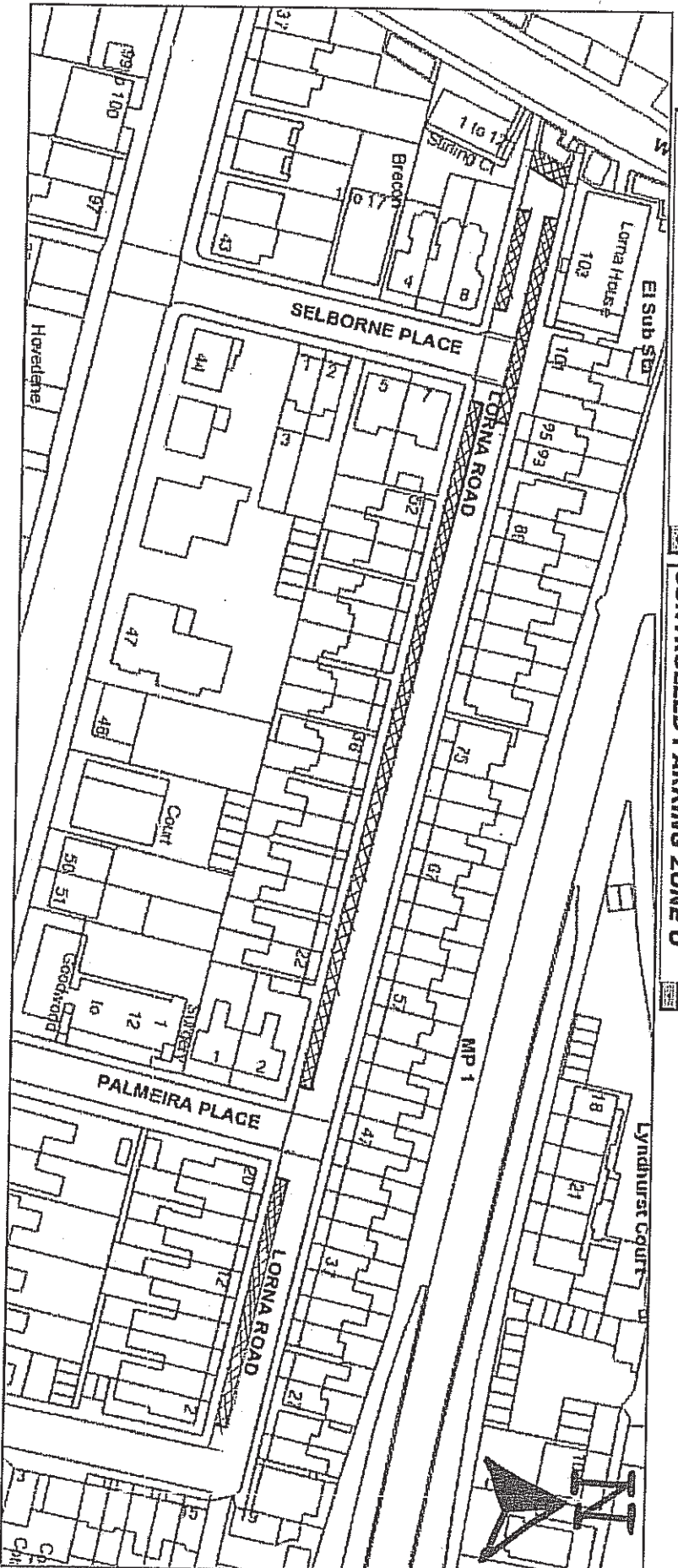
			difficult in this area at certain times. The only other disabled bay is at the other end of the street.	no longer have a vehicle. The bay is being removed as no other residents have sent in an application form applying for this bay.
Business	Controlled Zone Y – St Peter's & North Laine	Objection	Proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm – Object to this proposal. Conducted a business in this road for the past 30 years, which involves the loading and unloading of goods. The Company has been restricted by the Council not to open before 7am and to receive goods prior to this time, which has always been complied with.	No Loading Monday to Sunday 7am - 10am and 4pm - 7pm – This was requested by residents to prevent vehicles from loading/unloading all day and prevent obstruction to all road users.
Resident	Controlled Zone Y – St Peter's & North Laine	Objection	Proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm – Object to this proposal. Against the loss of the small section of single yellow lines currently in place as this benefits many of the immediate residents especially in loading and unloading. The potential loss of George Rose as a local long standing well respected business is unthinkable along with the potential loss of yet more local jobs. The Council should be supporting local businesses, rather than chasing them away.	No Loading Monday to Sunday 7am - 10am and 4pm - 7pm – This was requested by residents to prevent vehicles from loading/unloading all day and prevent obstruction to all road users.
Resident	Controlled Zone Y – St Peter's & North Laine	Objection	Proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm – Object to this proposal. Introducing double yellow lines in all of Queens Place would restrict the ability to load and	No Loading Monday to Sunday 7am - 10am and 4pm - 7pm – This was requested by residents to prevent vehicles from

			unload goods during business hours. If this were to be enforced there would be no way for businesses to service their stores and would have no other choice than to consider closing.	loading/unloading all day and prevent obstruction to all road users.
Resident	Controlled Zone Y - St Peter's & North Laine	Support	<u>Proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm</u> – Support this proposal. Hopefully this will stop people parking illegally.	
Resident	Controlled Zone Y - St Peter's & North Laine	Support	<u>Proposed No Loading Monday to Sunday 7am - 10am and 4pm - 7pm</u> – Support this proposal. The illegal parking is a nuisance.	
Resident	Controlled Zone Z – Regency	Support	<u>Proposed relocation of Motorcycle Bay from Sillwood Road to Sillwood Street</u> – Support the relocation of the motorcycle bay as the current bay is in an unsafe area.	
Resident	Controlled Zone Z – Regency	Support	<u>Proposed relocation of Motorcycle Bay from Sillwood Road to Sillwood Street</u> – Support the proposed move of the Sillwood Road motorcycle bay to Sillwood Street. At present, the bay puts motorcycles in the way of traffic turning into Sillwood Road and this puts both motorcycles and traffic at risk of damage.	
Resident	Controlled Zone Z – Regency	Support	<u>Proposed relocation of Motorcycle Bay from Sillwood Road to Sillwood Street</u> – Support the proposal of the relocation of motorcycle bay from Sillwood Road to Sillwood Street as motorcycles are knocked down whilst parked in	

			the current location.	
Business	Moulsecocoo mb & Bevendean	Object	<p><u>Proposed Removal of Taxis Rank on The Highway</u> –Strongly object to the removal of the Taxi Rank from the Highway. This Rank has not been in place for a long period of time, and therefore still not being used to its full potential nevertheless, the Taxi trade cannot afford to lose any Rank space within the City.</p>	<p><u>Removal of Taxis Rank on The Highway</u> – This was requested by residents via a petition, which was presented at an Environment, Transport & Sustainability Cabinet Members Meeting on 4th October 2011. As the Rank is never used and has taken value parking spaces.</p>
Seafront Team	Seafront – Regency	Support	<p><u>Proposed Loading Bay next to Bandstand in King's Road</u> – Support this proposal.</p>	

WARD: **GOLDSMID**

CONTROLLED PARKING ZONE 0



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION:

LORNA ROAD, HOVE

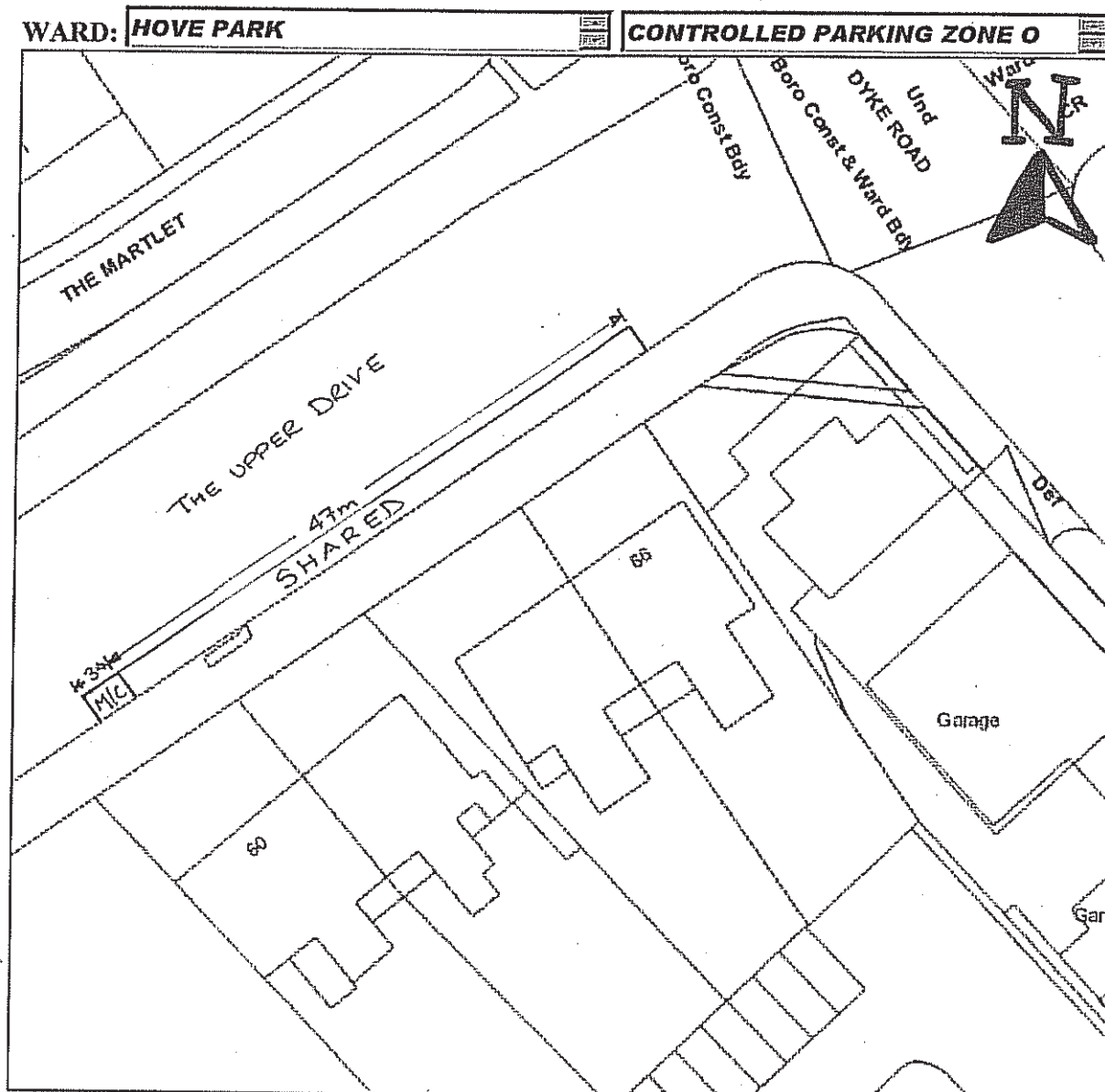
To restrict visitors parking to 2 hours

REASON:

KEY:  Change the Shared parking bay from 4 hours no return within 4 hour to 2 hours no return within 4 hours

SCALE: 1:1250

Please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION:

60 THE UPPER DRIVE, HOVE

KEY:

[M/C] Proposed motorcycle parking bay **[SHARED]** Existing shared parking place

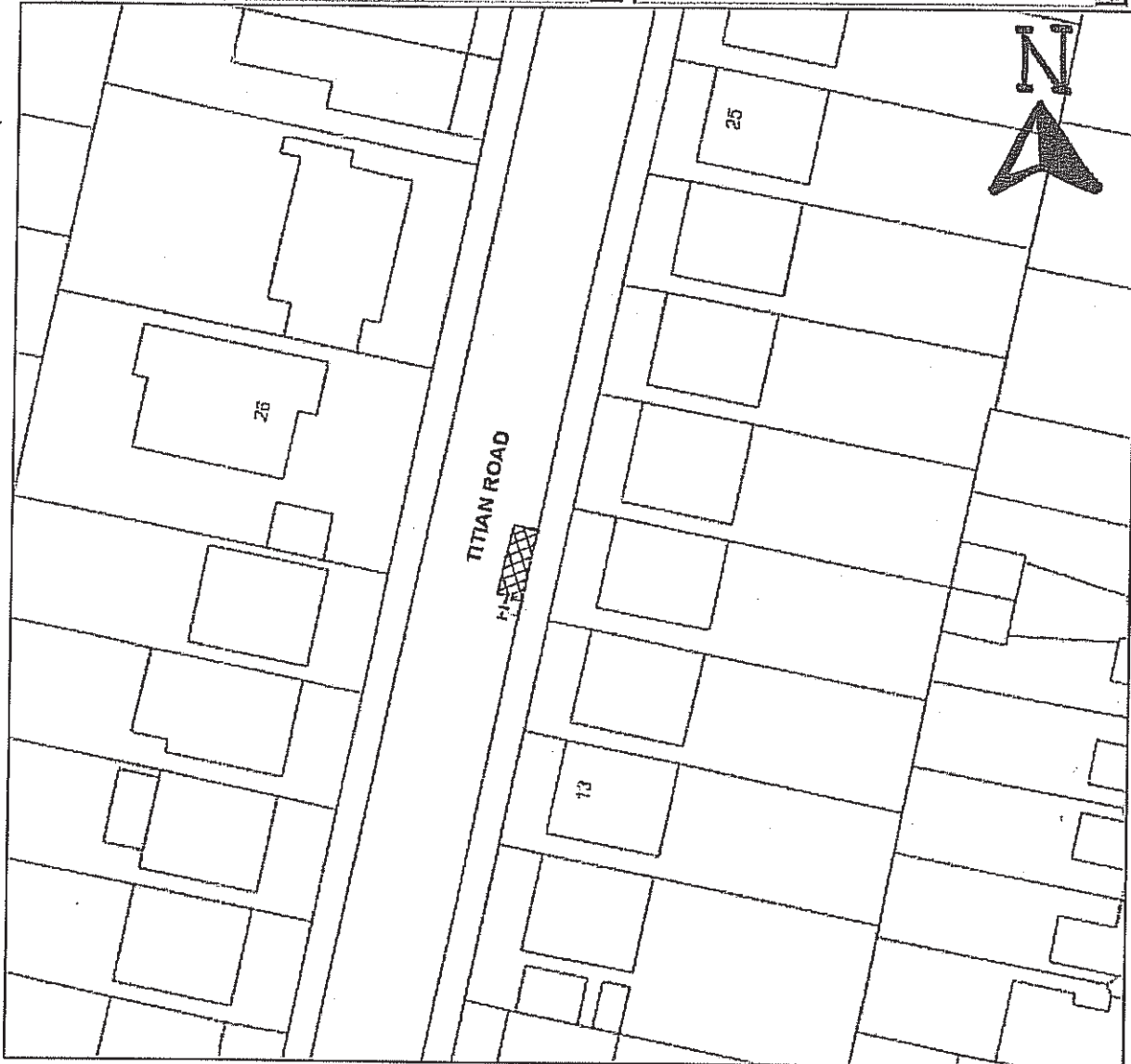
REASON: **To provide motorcycle parking for residents and visitors**

SCALE: **1:500**

please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal

WARD: **WISH**

CONTROLLED PARKING ZONE W



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION:

17 TITIAN ROAD, HOVE

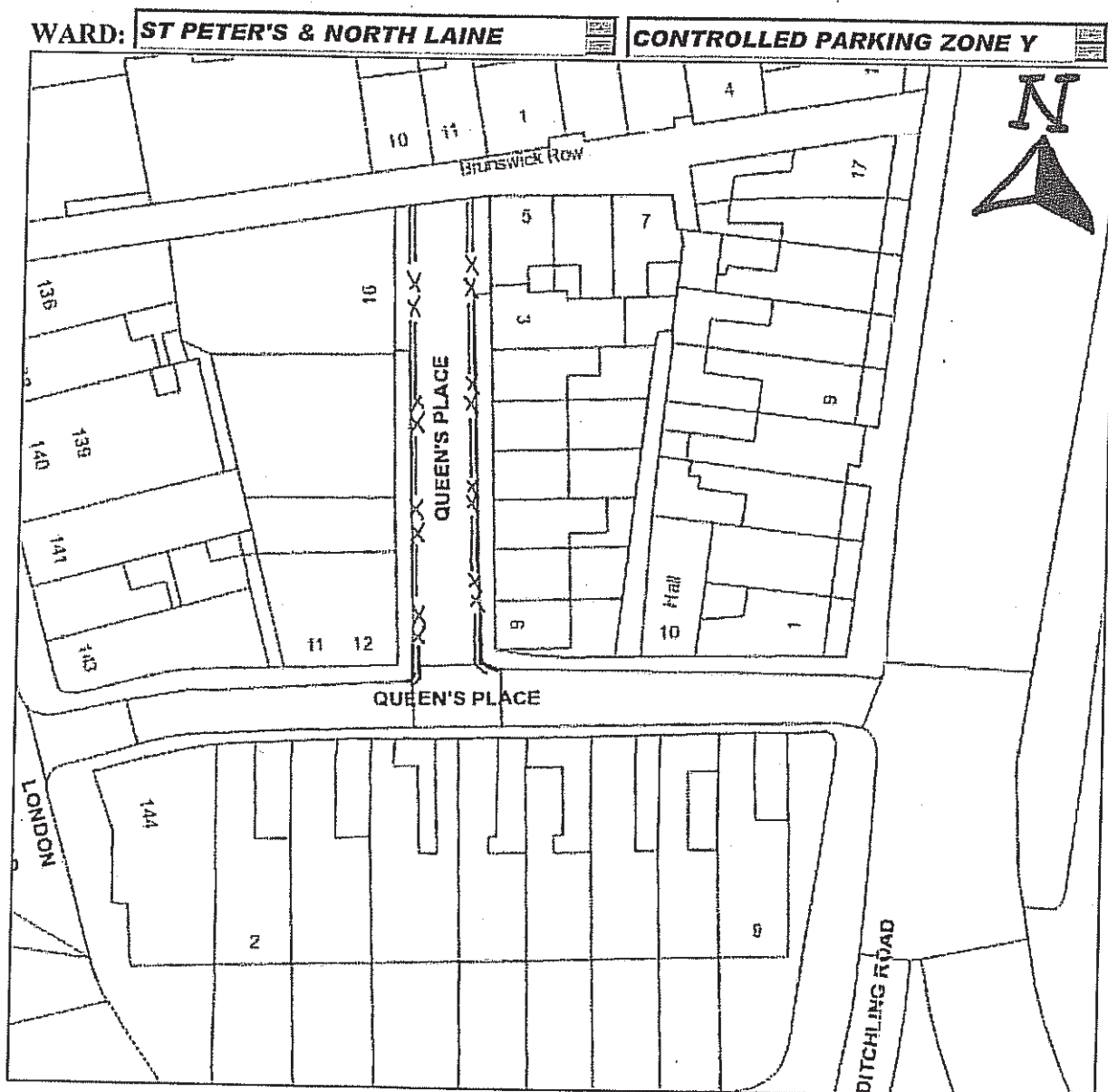
KEY:

 **Proposed removal of disabled parking bay**

REASON: **Removing the disabled parking bay as no longer required by residents in the vicinity.**

SCALE: 1:500

please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION:

QUEEN'S PLACE, BRIGHTON

KEY:

==xx== Proposed No Loading/Unloading 7am - 10am & 4pm - 7pm and Single yellow lines times changing from 9am - 6pm to 7am - 7pm

To Prevent Obstruction to all road users.

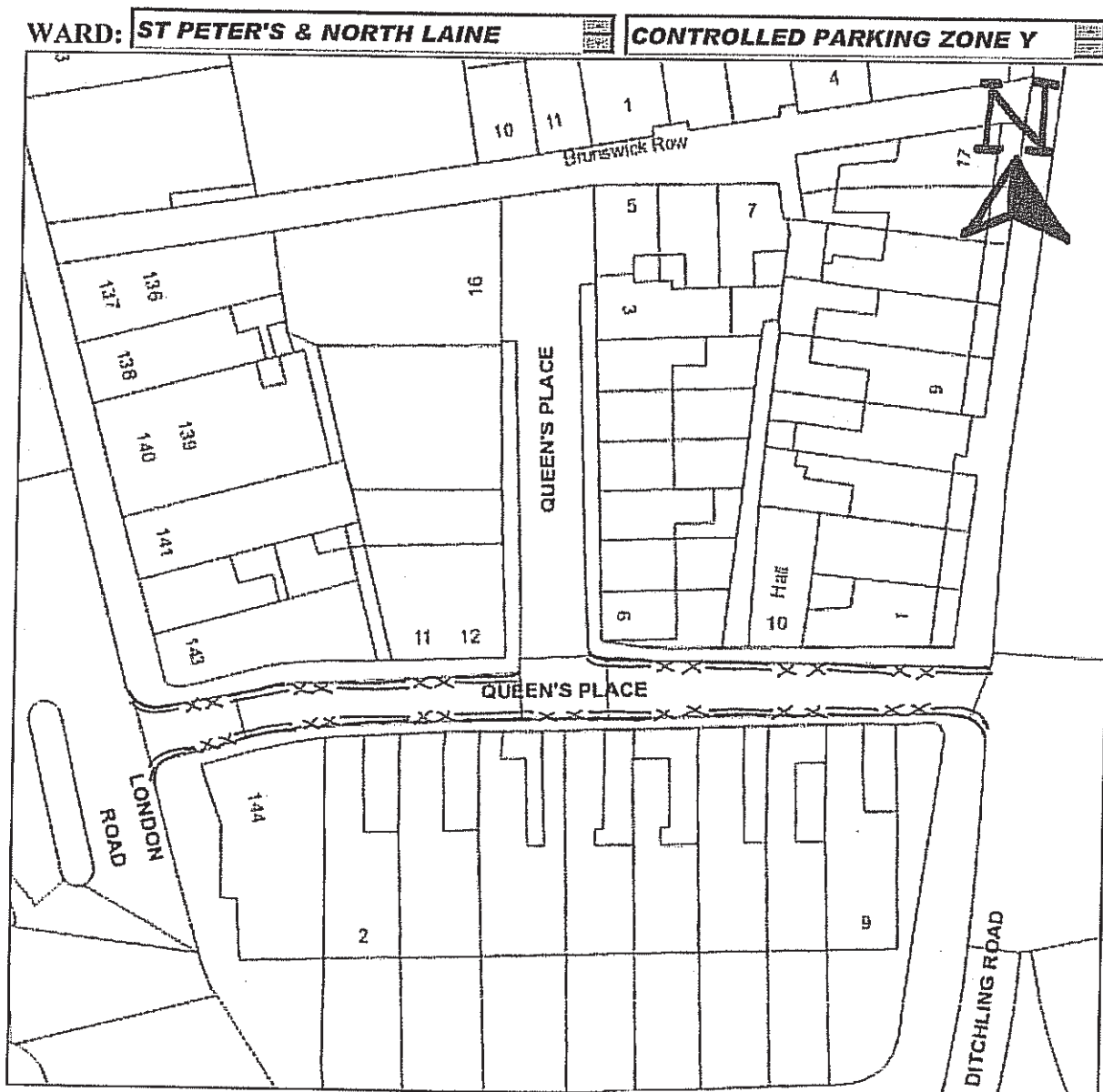
REASON:

SCALE: **1:500**

please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal



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PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION:

QUEEN'S PLACE, BRIGHTON 

KEY:

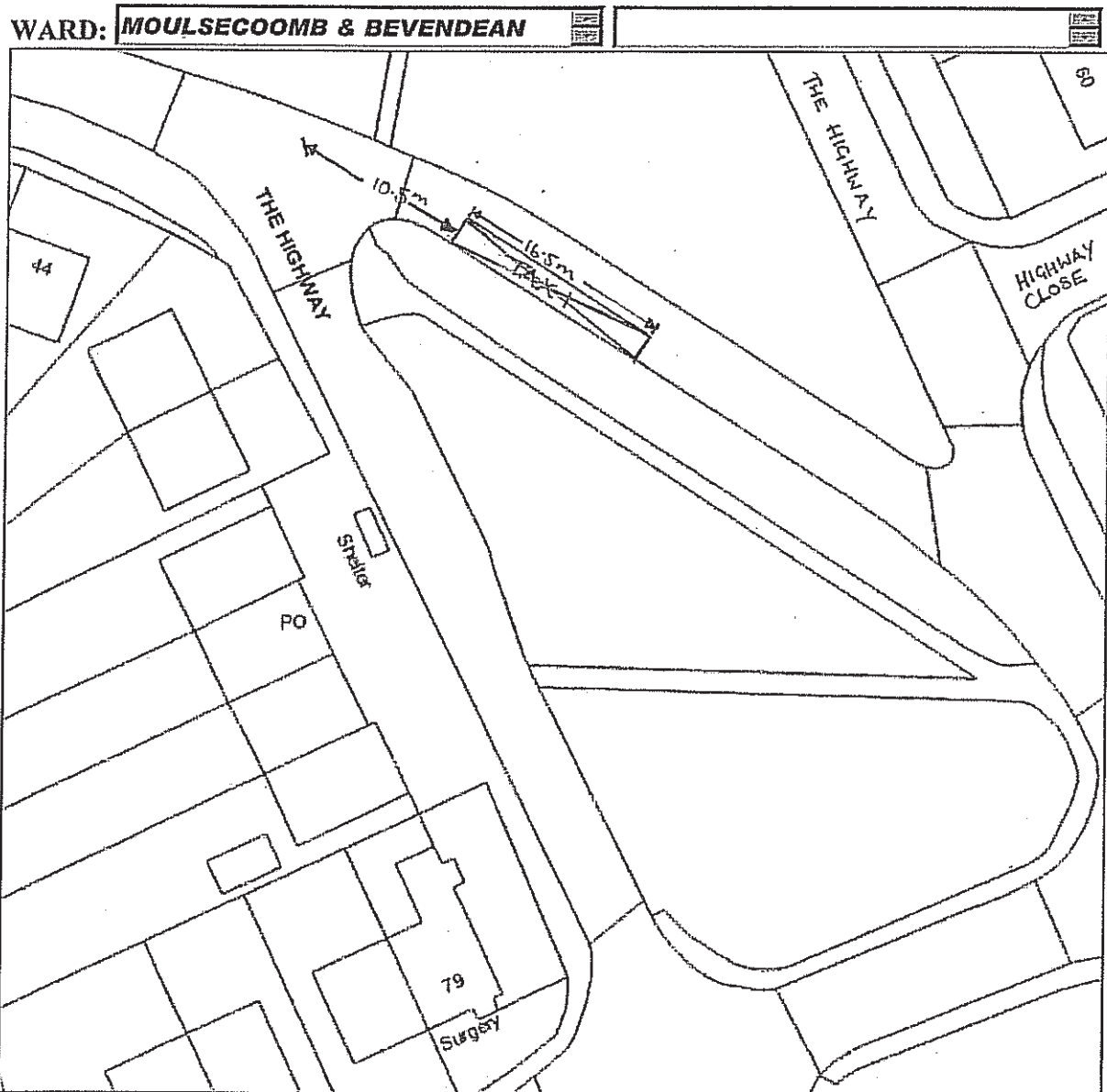
==xx== Proposed No Loading/Unloading 7am - 10am & 4pm - 7pm  

REASON:

To Prevent Obstruction to all road users. 

SCALE: 1:500 

please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal



PLAN SHOWING PROPOSED CHANGES TO PARKING RESTRICTION:

THE HIGHWAY, BRIGHTON

KEY:

 **Proposed removal of taxi rank**

Removing the taxi rank as not in use.

REASON:



SCALE: **1:500**

please see formal notice, to see what other roads have restrictions proposed, where to view the plans and traffic order and how to object or support this proposal



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APPENDIX C – PROPOSALS PIIT FORWARD

Proposal	CPZ/Ward	Support	Objections
Removal of Disabled Parking Bay outside No.21 Kingsley Road	Controlled Parking Zone A – Withdean	0	0
Removal of Disabled Parking Bay opposite No.31 St George's Terrace	Controlled Parking Zone C – Queens Park	0	0
Removal of Disabled Parking Bays Manor Road adjoining No.1 Robin Dene	Controlled Parking Zone H-East Brighton	0	0
Removal of Disabled Parking Bay outside No.88 Maresfield Road	Controlled Parking Zone H-East Brighton	0	0
Removal of Disabled Parking Bay outside Nos.16/17 College Terrace	Controlled Parking Zone H-Queens Park	0	0
Disabled Parking Bay to be made legal outside No.23 Sussex Square	Controlled Parking Zone H – Rottingdean Coastal	0	0
Disabled Parking Bay to be made legal outside No.44 Walpole Terrace	Controlled Parking Zone H – East Brighton	0	0
Removal of Permit Parking Bays in Shaftesbury Place	Controlled Parking Zone J – Preston Park	1	0
Loading Ban outside Philip Court, The Drive	Controlled Parking Zone N – Goldsmid	1	0
Disabled Parking Bay to be made legal outside No.7 Stirling Place	Controlled Parking Zone N – Central Hove	0	0
Extension to Motorcycle Bay outside No. 19 Wilbury Road	Controlled Parking Zone N – Goldsmid	0	0
Extension to Motorcycle Bay outside No. 22 Wilbury Road	Controlled Parking Zone N – Goldsmid	0	0

Removal of Ambulance Bay outside No.4 Seafield Road	Controlled Parking Zone N – Central Hove	0	0
Changes to time restriction on Shared Parking Bays in Lorna Road	Controlled Parking Zone O – Goldsmid	0	9
Motorcycle Bay outside No.60 The Upper Drive	Controlled Parking Zone O – Hove Park	0	(4 - Petition)
Removal of Disabled Parking Bay outside No.54 Highdown Road	Controlled Parking Zone O – Goldsmid	0	0
Removal of Disabled Parking Bay outside No.16 Poynter Road	Controlled Parking Zone R – Hove Park	0	0
Removal of Disabled Parking Bay outside No.24 Payne Avenue	Controlled Parking Zone R – Wish	0	0
Removal of Disabled Parking Bay outside No.118 Wordsworth Street	Controlled Parking Zone R – Westbourne	0	0
Changes to time restriction on School Keep Clears and Double Yellow Lines in Westbourne Gardens outside St Christopher's School	Controlled Parking Zone R – Westbourne	0	0
Removal of Car Club Bay in Langdale Road	Controlled Parking Zone R – Westbourne	0	0
Ambulance Bay outside No. 29 Westbourne Villas	Controlled Parking Zone R – Westbourne	0	0
Removal of Disabled Parking Bay outside No.53 Rutland Gardens	Controlled Parking Zone R – Westbourne	0	0
Removal of Disabled Parking Bay outside No.6 Arthur Street	Controlled Parking Zone R – Westbourne	0	0
Disabled Parking Bay to be made legal outside Nos. 17/19 St Luke's Road	Controlled Parking Zone U – Queens Park	0	0

Removal of Disabled Parking Bay outside No.17 Titian Road	Controlled Parking Zone W – Wish	0	1
No Loading Ban & Changes to time restriction on Single Yellow Lines in Queens Place (North/South section)	Controlled Parking Zone Y – St Peter's & North Laine	2	3
No Loading Ban in Queens Place (East/West section)	Controlled Parking Zone Y – St Peter's & North Laine	0	0
Loading Bay and Disabled Parking Bay by The Level, Ditchling Road	Controlled Parking Zone Y – St Peter's & North Laine	0	0
Disabled Parking Bay by The Level, Lewes Road	Controlled Parking Zone Y – Hanover & Elm Grove	0	0
No Loading Ban in Windsor Street	Controlled Parking Zone Z – St Peter's & North Laine	0	0
Relocation of Motorcycle Bay from Sillwood Road to Sillwood Street	Controlled Parking Zone Z – Regency	3	0
Removal of Disabled Parking Bay outside No.108 Craven Road	East Brighton	0	0
Disabled Parking Bay to be made legal in Crossbush Road (outside No.19 Whitehawk Way)	East Brighton	0	0
Disabled Parking Bay to be made legal outside No.116 Craven Road	East Brighton	0	0
Removal of Disabled Parking Bay outside No.36 Beeding Avenue	Hangleton & Knoll	0	0
Removal of Disabled Parking Bay outside No.104 Godwin Road	Hangleton & Knoll	0	0
Removal of Disabled Parking Bay outside No.5 Henfield Way	Hangleton & Knoll	0	0

Disabled Parking Bay to be made legal in Harmworth Crescent (outside No.4 Hardwick Road)	Hangleton & Knoll	0	0
Disabled Parking Bay to be made legal outside No.28 Wilfrid Road	Hangleton & Knoll	0	0
Disabled Parking Bay to be made legal outside No.50 Applesham Avenue	Hangleton & Knoll	0	0
Disabled Parking Bay to be made legal outside No.87 Clarke Avenue	Hangleton & Knoll	0	0
Disabled Parking Bay to be made legal outside No.30 Hallyburton Road	Hangleton & Knoll	0	0
Disabled Parking Bay to be made legal outside No.121 Godwin Road	Hangleton & Knoll	0	0
Removal of Disabled Parking Bay outside No.55 Gladstone Place	Hanover & Elm Grove	0	0
Removal of Disabled Parking Bay outside No.29 Pankhurst Avenue	Hanover & Elm Grove	0	0
Disabled Parking Bay to be made legal in Hampden Road adj No.78 Elm Grove	Hanover & Elm Grove	0	0
Disabled Parking Bay to be made legal outside Highden, Islingword Road	Hanover & Elm Grove	0	0
Disabled Parking Bay to be made legal outside No.17 Glynde Road	Hanover & Elm Grove	0	0
Disabled Parking Bay to be made legal outside Nos.31/32 Coleman Street	Hanover & Elm Grove	0	0
Disabled Parking Bay to be made legal outside No.82 Washington Street	Hanover & Elm Grove	0	0
Disabled Parking Bay to be made legal outside	Hanover & Elm Grove	0	0

No.14 Ryde Road				
Disabled Parking Bay to be made legal outside No.15 Newhaven Street	Hanover & Elm Grove	0		0
Removal of Disabled Parking Bay outside No.44 Hollingbury Park Avenue	Hollingdean & Stanmer	0		0
Removal of Disabled Parking Bay outside No.88 Hollingbury Park Avenue	Hollingdean & Stanmer	0		0
Disabled Parking Bay to be made legal in Osborne Road adj No.343 Ditchling Road	Hollingdean & Stanmer	0		0
Disabled Parking Bay to be made legal outside Flats 25-35 Tavistock Down	Hollingdean & Stanmer	0		0
Disabled Parking Bay to be made legal outside Flats 26-36 Tavistock Down	Hollingdean & Stanmer			
Disabled Parking Bay to be made legal outside No.37 Wolverstone Drive	Hollingdean & Stanmer	0		0
Disabled Parking Bay to be made legal opposite No. 20 Davey Drive	Hollingdean & Stanmer	0		0
Removal of Taxi Rank in The Highway	Moulsecocomb & Bevendean	0		1
Removal of Disabled Parking Bay outside No.41 Medmerry Hill	Moulsecocomb & Bevendean	0		0
Removal of Disabled Parking Bay outside No.12 Southall Avenue	Moulsecocomb & Bevendean	0		0
Disabled Parking Bay to be made legal opposite No.109 Norwich Drive	Moulsecocomb & Bevendean	0		0
Disabled Parking Bay to be made legal outside No.60 Goodwood Way	Moulsecocomb & Bevendean	0		0

Disabled Parking Bay to be made legal outside No.59 Hornby Road	Mouselcoomb & Bevendean	0	0
Disabled Parking Bay to be made legal in Norwich Drive (outside 1-18 Norwich Crescent)	Mouselcoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.62 Moulsecroomb Way	Mouselcoomb & Bevendean	0	0
Disabled Parking Bay to be made legal outside No.89 Hornby Road	Moulsecroomb & Bevendean	0	0
Removal of Disabled Parking Bay outside No.21 Graham Avenue	North Portslade	0	0
Removal of Disabled Parking Bay outside No.116 Heathfield Crescent	North Portslade	0	0
Removal of Disabled Parking Bay outside No.80 North Lane	North Portslade	0	0
Disabled Parking Bay to be made legal outside No.4 Oakdene Avenue	North Portslade	0	0
Disabled Parking Bay to be made legal outside No.4 Southdown Road	North Portslade	0	0
Removal of Disabled Parking Bay outside No.51 Greenfield Crescent	Patcham	0	0
Disabled Parking Bay to be made legal outside No.38 Birch Grove Crescent	Patcham	0	0
Disabled Parking Bay to be made legal outside No.11 Westfield Crescent	Patcham	0	0
Disabled Parking Bay to be made legal outside No.66 Denton Drive	Patcham	0	0
Disabled Parking Bay to be made legal outside	Patcham	0	0

No.19 Middleton Rise				
Disabled Parking Bay to be made legal outside No.146 Carden Hill	Patcham	0		0
Removal of Disabled Parking Bay in Osborne Road (adjoining No.119 Preston Drove)	Preston Park	0		0
Removal of Disabled Parking Bay outside No.49 Sandgate Road	Preston Park	0		0
Disabled Parking Bay to be made legal outside No.1 Osborne Road	Preston Park	0		0
Disabled Parking Bay to be made legal outside Flats 34-67 Wellend Villas, Springfield Road	Preston Park	0		0
Disabled Parking Bay to be made legal outside No.7 Beaconsfield Villas	Preston Park	0		0
Removal of Disabled Parking Bay outside No.8 Arnold Street	Queen's Park	0		0
Removal of Disabled Parking Bay outside No.80 Queen's Park Rise	Queen's Park	0		0
Removal of Disabled Parking Bay outside No.48 Rochester Street	Queen's Park	0		0
Removal of Disabled Parking Bay outside No.42 Roundhill Crescent	St Peter's & North Laine	0		0
Disabled Parking Bay to be made legal outside No.58 Park Crescent Road	St Peter's & North Laine	0		0
Disabled Parking Bay to be made legal outside No.17 St Paul's Street	St Peter's & North Laine	0		0
Removal of Disabled Parking Bay outside No.38 Gladstone Road	South Portslade	0		0

Removal of Disabled Parking Bay outside No.42 Gladstone Road	South Portslade	0	0
Removal of Disabled Parking Bay outside No.45 Locks Crescent	South Portslade	0	0
Removal of Disabled Parking Bay outside No.31 Shelldale Avenue	South Portslade	0	0
Disabled Parking Bay to be made legal outside No.83 Vale Road	South Portslade	0	0
Removal of Disabled Parking Bay in Norman Road (adjoining No.301 Kingsway)	Wish	0	0
Removal of Disabled Parking Bay outside No.16 Norman Road	Wish	0	0
Disabled Parking Bay to be made legal outside No.10 Tennis Road	Wish	0	0
Disabled Parking Bay to be made legal outside No.33 St Keyna Road	Wish	0	0
Removal of Disabled Parking Bay outside No.13 Gordon Road	Withdean	0	0
Removal of Disabled Parking Bay outside No.20 Tivoli Road	Withdean	0	0
Disabled Parking Bay to be made legal outside No.17 Harrington Road	Withdean	0	0
Disabled Parking Bay to be made legal outside No.22 Lauriston Road	Withdean	0	0
Disabled Parking Bay to be made legal outside No.10 Batemans Road	Woodingdean	0	0
Changes to time restrictions on Motorcycle bay in	Seafrost	0	0

New Steine (opposite No.40 Marine Parade)				
Loading Bay outside the Bandstand, King's Road	Seafrost	1	0	

Subject:	Brighton Station Gateway Preferred Option		
Date of Meeting:	October 2nd 2012		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Jim Mayor	Tel: 29-4164
	Email:	jim.mayor@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The Brighton Station Gateway project has been under development since 2010. It aims to rationalise and improve circulation and access for people and vehicles at the main entrance points to, and in the area around, the city's main railway station. The project seeks to contribute towards a number of the Council's transport goals including assisting in economic growth, improving safety and security and enhance equality of access.
- 1.2 This report outlines the preferred option for the Station Gateway scheme and seeks Committee approval to commence full public consultation.

2. RECOMMENDATIONS:

- 2.1 That Members agree that public consultation should be undertaken on the preferred Southern Gateway scheme.
- 2.2 That Members agree that the results of public consultation should be reported back to Committee in January 2013, where members will make a decision on whether the preferred option should be progressed to detailed design stage.
- 2.3 That Members acknowledge the help of Stakeholders in arriving at the preferred scheme.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In November 2010 Cabinet granted approval to undertake work that would lead to the enhancement of the environment around Brighton Station. The project sought a design solution that improved the station environment as a welcome, a place and an interchange, and the aspiration was supported by all parties.
- 3.2 A Vision and series of Objectives for the project (set out in Appendix 1) were agreed with a representative group of Stakeholders on project commencement.
- 3.3 In January 2012 officers updated the Environment, Transport & Sustainability Cabinet Members Meeting (CMM) on the results of public scoping consultation.

CMM agreed that the next 6 month stage of project development would incorporate development of design options that would be shared with the public in March / April to inform development of a preferred option, which would be shared with the public in July / August.

- 3.4 The project suffered a slight delay on the programme agreed at CMM. The delay resulted from the IBIS redevelopment of the Old Casino in Queens Road, which necessitated the current temporary rearrangement of traffic in Queens Road and Surrey Street. The changes commenced in April 2012, and it was considered prudent to delay consultation for a few weeks to avoid public confusion between the IBIS works and the Station Gateway project. As a result the options consultation was completed in June 2012.
- 3.5 At Transport Committee in July 2012, the results of Options Consultation were shared with members. Committee agreed that an amalgamated preferred option be developed based on the positive and negative comments received relating to all the various options. This preferred option (with sub-options relating to issues such as local traffic restrictions and taxi arrangements) would be presented back to Committee in October, where members would make a decision as to whether the proposed preferred option should be progressed to full public consultation.
- 3.6 Over two workshops in August and September Council officers have worked with a range of stakeholders to develop a preferred scheme.
- 3.7 Officers and Stakeholders have worked to identify a preferred scheme for the Northern as well as Southern Gateway areas. However, at this stage Southern Railway is still working to confirm whether a new northern cycle parking facility can be delivered. As this will have a significant impact on the Northern Gateway, it is recommended that a decision on the Northern Gateway is put on hold and revisited at January Committee. The preferred design for the Southern Gateway is attached as Appendix 2a. The interim preferred design for the Northern Gateway is attached as Appendix 2b. A summary of key elements of the preferred schemes is provided in Appendix 3. A summary of Stakeholder Workshop response to the preferred option is attached as Appendix 4.
- 3.8 In order to accommodate the taxi rank in Frederick Place, some changes to the North Laine traffic arrangement are proposed. These seek to maintain local resident and business access without creating rat running through residential streets. A diagram showing proposed changes is attached as Appendix 5.
- 3.9 It is recommended that members agree that the preferred option should be taken to full public consultation in November 2012, and that the results of consultation should be reported back to Committee in January. In January 2013 members will make a decision as to whether the scheme should be progressed towards detailed design stage.
- 3.10 Consultation would run from mid October to mid November, and be based around a 4 page document, containing a summary of the proposed Southern Gateway scheme and explanation of key design elements (based on Appendices 2a and 3). Members of the public would be given an opportunity to feed any comments or suggestions back via various media. The document would be circulated to around 6000 addresses within the immediate vicinity of the Station,

and made available on buses and at the Rail Station. The consultation would also be publicised via the council's regular media and publicity channels.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 To date the project process has been undertaken in line with the Community Engagement Framework and Standards, from incorporating workshops with representatives from various communities affected by the station environment to the sharing of consultation information in this report. The Preferred Option set out in this report has been developed in close consultation with a representative group of stakeholders, and subject to member agreement will be shared with the general public for full consultation.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 £100,000 funding has been set aside from within the 2012-13 Local Transport Plan capital allocation in order to fund Brighton Station Gateway.

Finance Officer Consulted: Karen Brookshaw Date: 21/08/12

Legal Implications:

- 5.2 In carrying out consultation the Council must comply with the legal requirements for fair consultation that have been set out by the courts:
- consultation must take place while the proposals are still at a formative stage;
 - those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response;
 - they must be given adequate time in which to do so;
 - there must be adequate time for their responses to be considered; and
 - the Council must consider responses with a receptive mind and in a conscientious manner when reaching its decision.

There are no Human Rights implications to draw to Members' attention at this stage.

Lawyer Consulted: Carl Hearsum Date: 17/09/12

Equalities Implications:

- 5.3 An EIA will be undertaken during the design process to ensure the new scheme is accessible to all.

Sustainability Implications:

- 5.4 The enhancement project will promote sustainable transport, and particularly overcome current barriers to walking and cycling in the vicinity of the station.

Sustainable construction practises and materials will be used where possible. The improvements will enhance the built environment and, through albeit indirect links to the greenway, contribute towards enhanced natural habitats and wildlife conditions. By improving the station as a welcome to the city and improving the immediate environment for businesses, the scheme will contribute to enhancing the local economy at a micro and macro scale.

Crime & Disorder Implications:

- 5.5 Stakeholder consultation has identified the need for any improvements delivered by the Station Gateway project to enhance real and perceived safety in the area, especially later in the day. The design process will seek to deliver this objective.

Risk and Opportunity Management Implications:

- 5.6 The main risk associated with the next stage of the Station Gateway project is inability to reach a final design that has support of all stakeholders, especially given the transport-related sensitivities associated with the station environment. This risk will be mitigated as far as possible by maintaining a transparent and equitable consultation process. Longer-term risks include the inability to find funding to implement enhancements (although it is expected that improvements could be delivered from within the Local Transport Plan budget if alternative funding cannot be sourced) and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design process in the first instance, and trialing a temporary version of any proposed changes before they are permanently and irreversibly implemented.

Public Health Implications:

- 5.7 By tackling the poor quality of the existing public realm around the station, the project will overcome issues impacting on public health including air and noise pollution. The project will also enhance living and working conditions and contribute towards a healthy and sustainable place and community.

Corporate / Citywide Implications:

- 5.8 Enhancing the station as a place, interchange and welcome will contribute towards the Corporate Plan objectives of tackling inequality and creating a more sustainable city, whilst the design process will contribute towards the objective of engaging people who live & work in the city.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The process outlined in this report contributes towards enhancement of the station environment to the benefit of all residents and visitors. Doing nothing would result in the station environment continuing to fall short of realising its potential benefit to the city (and in doing so potentially having a detrimental impact on both residents' daily lives and the city's economic viability).

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 By undertaking full consultation prior to a final Committee Decision on whether to progress the Station Gateway project to implementation, members achieve the best balance of expediency and consideration of community views.

SUPPORTING DOCUMENTATION

Appendices:

1. Project Vision & Objectives
- 2a. Preferred Option (Southern Gateway)
- 2b. Preferred Option (Northern Gateway)
3. Overview of Preferred Scheme
4. Summary of Brighton Station Stakeholder Workshop comments
5. North Laine Suggested Traffic Changes

Documents in Members' Rooms

1. None

Background Documents

1. None

Appendix 1

Station Gateway Vision & Objectives

Vision:

- **A fitting welcome to the city**
- **An efficient interchange**
- **A high-quality public place**

Objectives:

- **An accessible environment**
- **High-quality cycle facilities**
- **High-quality pedestrian facilities**
- **Effective and efficient deliveries and business access**
- **An environment that reflects the qualities of Brighton & Hove**
- **Enhanced connections to surrounding areas such as North Laine**
- **An environment that feels safe from physical harm and pollution**
- **An environment that is well managed and maintained**
- **An environment that encourages business success**
- **Better use of Mangalore Way**
- **An improved Northern entrance**





Appendix 3

Overview of Preferred Scheme

Taxis

Proposal: Taxis rank in Frederick Street and Trafalgar Street (under the bridge) before accessing a pick up point in Junction Road.

Link to Consultation: Taxis remain close to the southern station entrance. They are visible, easily accessible, provide passive surveillance (security) benefits and remain close (and so offer cheaper fares) to key destinations. However, they are removed from their current location, enabling enhanced pedestrian links between the station and city and creating space for a new public area. The new public area could contain some cycle parking, some small stalls, a new ticket office and a new pedestrian route to the North Laine. The new arrangement reduces the need for taxis to access the station via Surrey Street, reducing traffic through that area.

Buses

Proposal: Buses remain in their current arrangement. However, the bus area directly in front of the station is better designed and accommodates a quality ticket office that also provides tourist information. The kerb by the Railway Bell is extended to ensure there is plenty of room for bus passengers, pub customers and pedestrians to share the same space. The number 50 bus moves to Junction Road so it no longer sits over in Surrey Street.

Link to Consultation: Broad bus services and location remain unchanged. The Railway Bell bus stop is improved. Buses no longer stand on the western side of Queens Rd, enabling an enhanced pedestrian route and business environment.

Pedestrians

Proposal: Pedestrians have direct access to Queens Road without having to negotiate taxis. In Queens Road footways are widened by around 3 meters on each side. Surrey Street is also narrowed to improve the quality of the street for local residents. Junctions immediately outside the station, and at the Gloucester Road junction, are simplified, and so easier to cross. A new pedestrian link to North Laine is provided (by re-opening a historic station entrance).

Public Space

Proposal: The existing post-war canopy in front of the station is removed and replaced with a smaller canopy that lets more light into the area and enhances rather than hides views of the station building. Removing the canopy, which creates a dark hinterland between the station building and the start of the city, reveals a significant area with potential as a public space.

Link to Consultation: The arrangement enables high-quality pedestrian facilities and an enhanced Queens Road business / Surrey Street residential environment with no impact on wider interchange issues at the station.

Cycling

Proposal: Most cycle parking will be provided at the north of the station. However, some cycle parking will be provided in the area currently occupied by taxis. A cycle contraflow in Queens Road complements Surrey Street in providing access to the southern station entrance for cyclists. Removal of guardrail and other clutter in Queens Road reduces the risk of cycle fly-parking.

Link to Consultation: By setting Queens Road loading bays into the footway, a cycle contraflow can be provided in Queens Road without conflict with deliveries and other necessary vehicle access.

Traffic flow

Proposal: The Queens Road and Surrey Street areas retain their current, gyratory arrangement. Frederick Place and the western ends of Trafalgar Street and Gloucester Road are reversed to enable taxis to rank in Frederick Place. Amendments to the current one-way system in North Laine reduce current amounts of through traffic whilst retaining access in and out of the area for residents and businesses. The northern end of Surrey Street retains its current width to ensure traffic can pass stationary buses and delivery vehicles.

Traffic Restrictions

Proposal: The arrangement can work with or without wider traffic restrictions. Restrictions could include a bus / taxi / cycle gate on Terminus Road between Terminus Street and Guildford Road, enabling

local access but restricting through traffic. Wider restrictions would be introduced to ensure alternate routes through the Seven Dials did not become rat-runs. It is recommended that any decision on traffic restrictions is made after a trial.

Welcome & First Impressions

Proposal: As well as the wider improvements listed above, the welcome and first impression of the station is enhanced by introduction of a glass structure over the western end of Trafalgar Street that people can sit on and look down Trafalgar Street to the Valley Gardens

Northern Gateway

Proposal: Rail replacement buses are relocated to the west of Stroudley Road, using space no longer needed for taxi ranks and enabling footways to be widened on the eastern side. The western arm of the mini roundabout is paved over, creating a better route between the car park and bus stops and the northern entrance.

An additional bus stop is provided for the new number 38 service.

The wider scheme can only be completed once the future of the new cycle parking facility is clarified.

Appendix 5

Summary of Brighton Station Stakeholder Workshop comments 30th August & 13th September 2012.

Context:

The Station Gateway Stakeholder Working Group was established to ensure representative stakeholder feedback informed development of the vision and objectives for, and ultimately design of, an improved Station environment. The group enables scheme principles to be discussed and developed in partnership prior to wider full public consultation.

On July 10th 2012 at Transport Committee, members asked that a final proposal be developed for the areas around Brighton Station, drawing on options previously put out to full public consultation.

The Stakeholder Working Group came together to help refine the final options over the course of two workshops. This note summarises the outcome of those workshops and their influence on the design proposals that will be presented back to Committee on 2nd October 2012.

During the course of the workshops draft plans were discussed for the southern and northern station gateway areas. Refinements suggested by the stakeholder group are represented in the final preferred options presented to transport committee on 2nd October.

Involvement

30th August Workshop

Attendance: Jim Mayor & Ben Coleman (BHCC Project Manager), Oli Davey & Ian Hingley (Urban Initiatives Designers) Mike Best & Roger French (Brighton & Hove Bus & Coach Company), Tony Mernagh (Economic Partnership), John Oram (Streamline), Any Cheesman (Queens Rd Traders), Steve Ovet (GMB Taxi Representative), James Dickson (Southern Railways), Colette Wilson (West Hill Community Association), Peter Crowhurst (N Laine Community Association), John Carmichael (Visit Brighton), David Sewell (N Laine Traders Association), Bruce Smith & Stephen Young (Living Streets), Simon Bannister (BHCC Environment Improvements)

13th September Workshop

Attendance: Jim Mayor (BHCC Project Manager), Ian Hingley (Urban Initiatives Designer), Mike Best (Brighton & Hove Bus & Coach Company), John Oram (Streamline), Any Cheesman (Queens Rd Traders), Steve Ovet (GMB Taxi Representative), Victoria Bentley (Network Rail), Peter Crowhurst (N Laine Community Association), John Carmichael (Visit Brighton), David Sewell (N Laine Traders Association), Bruce Smith (Living Streets), Mark Strong (Community & Voluntary Sector Forum), Alan Buck (BHCC Planning manager), Richard Wolfstrome (Wolfstrome Design).

Contributors outside Workshops

Jon Hastie (Fed), Claire Ottewell (Tourism Alliance)

Apologies: Chris Todd (Friends of the Earth), Shelley Atlas (Commuters), Sharon Hedges (Passenger Focus), Tom Shaw (Hyde Housing)

Workshop Views: Southern Station Gateway

Areas of Agreement around the Proposed Scheme

General Principles

In general the Stakeholder Group expresses support for the general principles of the proposal. The rest of this note focuses on areas where the Stakeholders focussed on specific areas of concern / different opinion. Any design aspects not mentioned were supported.

North Laine Traffic Flow

The group has worked to identify a traffic arrangement for the North Laine that:

- a. accommodates taxis in Frederick Place / Trafalgar Street
- b. restricts general through traffic in the area (to provide overall traffic-related benefits within the North Laine)
- c. avoids additional traffic on residential streets and
- d. enables resident and business access.

The proposal sees Frederick Place reversed, so it flows northbound. Eastbound access to the North Laine is made by Gloucester Street rather than Trafalgar Street. The western end of Trafalgar Street (under the bridge) is reversed and made taxi only.

As there is no longer a Gloucester Road exit to Queens Rd from the North Laine, Over Street, Kemp Street and Frederick St are reversed to enable residents here to exit the area via North Road. Upper Gardener Street is reversed to enable residents in Tidy Street and Kensington Place to do the same.

Non-local vehicles that currently exit the area from the A23 continue towards the seafront via Valley Gardens, reducing through traffic in the North Laine. Local access is provided via Church Street and Spring Gardens.

The group believes that the proposed arrangement best accommodates all three objectives. However the following issues should be considered.

Some local journeys in and out of the North Laine will be slightly longer than at present – specifically people accessing and leaving the western North Laine area:

- People arriving via the A23 from the south will access the west North Lane by Church Street, Spring Gardens and North Road rather than Trafalgar Street.
- People heading south west via Queens Road from Over Street, Kemp Street, Tidy Street or Kensington Place would do so via Frederick Street or Upper Gardner Street and North Road rather than Gloucester Road.
- People would access Upper Gardner Street from Trafalgar Street and exit via North Road, switching the current arrangement.

Along with non-local traffic, taxi access from the north of the station to the south would be restricted by the changes. An option is to enable taxis to access Trafalgar Street via Blackman Street (the suggested revisions stop this movement for regular traffic to avoid rat running through Tidy St and Upper Gardner St). However, this would mean more taxi traffic in these residential streets. The actual level of impact is difficult to estimate with any degree of certainty – taxi access could be maintained on an initial trial basis if required.

Transport Modelling of current through traffic (between the A23 and Queens Road) suggests that eastbound traffic flow would continue along its current route – albeit accessing Trafalgar Street from Gloucester Rd and Frederick Place. Most traffic travelling west would do so via Aquarium Roundabout rather than Trafalgar Street rather than Church Street / North Road.

IBIS Hotel Pick Up / Drop Off

The group agreed that it was important to accommodate space for one or two taxis / private vehicles to pick up and drop off directly outside the IBIS Hotel. It was agreed that this would best be achieved by moving bus stops further north from the initial proposal tabled, with the southern most bus sitting directly behind the IBIS facility. This has the additional benefit of ensuring buses on the eastern side of Queens Road are slightly closer to the Station Entrance, but does mean that the loading bay for Budgens will have to be moved to the eastern side of Queens Road (or Budgens and taxis will have to share space), and that there is only room for two taxi drop off points at the north western end of Queens Road (the original aim had been to provide space for 2-6 taxis to drop off in this area). It was noted that taxi facilities should provide room for rear loading wheelchair access when required. A final proposal for this arrangement will be worked up with Budgens and taxi representatives if approval is given to consult on the wider scheme.

Provision of loading bays in Queens Road

The group agreed that 3 loading bays should be provided on the eastern side of Queens Road.

Gloucester Road / Queens Road Junction

The group considered whether Gloucester Road could be made 2-way at the junction with Queens Road to make it slightly quicker for residents who wanted to drive between the North Laine and Seven Dials to do so. However, this would make the junction of Gloucester Rd and Queens Road more complex as it would need to accommodate a greater variety of movements. This would likely impact on smooth flow of traffic (pedestrian as well as vehicle) through the area. That impact would be experienced by a lot of people a lot of the time (everyone moving through that junction would experience delay). The group agreed that keeping Gloucester Road one way eastbound from Queens Road provided the best overall solution.

Accessibility & the Trafalgar Street Structure

It was noted that special attention should be paid to ensuring the proposed new structure covering the western end of Trafalgar Street should not be a hazard for disabled people.

Signalised Pedestrian Crossings

It was requested that pedestrian crossings could be signalised. The request will be considered in development of the design (such considerations would be made at a more detailed stage of scheme development).

Taxi access from Trafalgar Street to Junction Road

The design team were asked to investigate the opportunity for an engineering solution that would enable taxis to turn from Trafalgar Street into Junction Road without driving into Terminus Road, to enable freer flowing traffic. Having given this more consideration, the design team feel that the area is too complex (in terms of available space and level changes) to introduce a straightforward solution. It is also considered that taxis would be able to make this manoeuvre without delays to wider traffic flow by using natural breaks in through traffic and also making the manoeuvre when the Terminus Road pedestrian crossing to the immediate north of Trafalgar Street was in effect.

Enforcement of the proposed Cycle Contraflow arrangement

There was some concern over enforcement of the proposed contraflow. The design team feel that the arrangement will be beneficial, and would not create conflict with deliveries. Possible enforcement issues should not be a reason not to do something – instead efforts should be made to ensure adequate enforcement procedures are in place.

Extension of the proposed Cycle Contraflow to create a dedicated 2-way cycle lane on the eastern side of Queens Road.

It was suggested that a two-way cycle contraflow should be created on the eastern side of Queens Road to enable segregated southbound cycle journeys from the station to beyond the Gloucester Road junction. The design team feel this would not be beneficial for an amalgamation of the following reasons:

- Such a facility would be inconsistent with the surrounding cycle network
- The facility would require an additional 1.5 meters of the eastern footway to be given to cycles rather than pedestrians. Due to

relative numbers of pedestrians and cyclists, it is felt more important to give this space to pedestrians.

- The simplified contraflow arrangement in Queens Road will make on street southbound cycling safer than the current arrangement without segregated facilities
- Any benefit provided by a segregated southbound cycle lane would only be felt over a short distance. Beyond the facility cyclists would quickly need to share Queens Road with wider traffic.
- There is an alternative southbound route (via Trafalgar Street and North Laine) for cyclists who do not feel confident using Queens Road.

Queens Road / Gloucester Road junction congestion

There was some concern that taxis trying to reach the rank in Frederick Place could block access in to the North Laine for other vehicles. After some discussion it was agreed that this was unlikely to happen, but that if a problem did arise, an enforcement solution could easily be identified and implemented to resolve the problem.

Aspects outside the direct scope of the scheme

Certain aspects of the proposal, or causes for discussion amongst stakeholders, are outside the direct scope of what could be termed the 'core preferred scheme'. These aspects will influence the ongoing development and management of wider improvements:

Restrictions on Wider Traffic Flow

Earlier public consultation had raised the principle of restrictions on wider traffic flows being introduced alongside any improvements within the vicinity of the station. As with the general public, stakeholders expressed strong views on the subject. Most were in favour of restricting wider through traffic, although some expressed strong concerns as to the potential impact of such measures both on the wider transport network, and also on surrounding local streets which could suffer from increased levels of displaced traffic.

An option for restricting non-local traffic through the area is being tested using the city's transport model. The scenario tested involves restricting vehicle movements between Surrey Street and Terminus Road. Under the proposal, only buses, cycles and taxis would be able to travel between Surrey Street and Terminus Road. Measures would also be introduced to ensure southbound vehicles from Seven Dials did

not use Buckingham Road and Clifton Street as alternative southbound routes to Terminus Road through the Seven Dials.

In the view of the design team, the core scheme proposal could operate with or without wider traffic restrictions (based on the fact that a similar arrangement works at present without through traffic being restricted). Any final decision on restriction of through traffic should be informed by the results of the ongoing transport modelling (results are expected back shortly before Transport Committee on October 2nd), followed by a trial period of sufficient duration (probably lasting at least 3 months).

Signage

Whilst again not within the direct scope of the project, the need for high-quality accessible signing was noted – both within and around the station. Paralympics arrangements were cited as a good precedent.

Northern Boardwalk

A workshop member asked whether the boardwalk leading to the northern station entrance / exit could be treated to make it less slippery. This would be considered by Southern Railway.

North Laine Entrance

The stakeholders supported the principle of a new North Laine entrance from the station, which arguably becomes more important if taxis are to rank in Trafalgar Street. The importance of making any such feature fully accessible (by inclusion of a lift) was stressed. Network Rail are leading efforts to deliver this aspect of the project. Once the most suitable location has been identified, wider considerations (including measures to ensure full accessibility) can be progressed in more detail.

Operational Improvements

Although not within the direct scope of the design project, it was agreed that a meeting to discuss aspects of the area's future operations would be beneficial. Topics for discussion would include managing deliveries, enforcement of any traffic restrictions, management of waste collections, training to ensure staff around the station can give good advice to disabled station users and provision of tourist information.

'Out of Hours' Safety around the Station

The group discussed whether the scheme could incorporate elements that could improve safety / provide facilities for people who miss the last train of the evening and have nowhere to go for the couple of hours in the early morning when the station is closed. It was agreed that the project's scope of influence in this area was limited, although the presence of a 24 hour taxi / bus presence in front of the station should help. Another suggestion was to provide details of establishments offering short notice accommodation for people unexpectedly stranded in the city. The latter is beyond the scope of the design project, but will be considered further during a meeting to discuss operational management of the area.

Removal of Canopy

There was overall support for removal of at least some of the southern station canopy to enable creation of an open, higher-quality public space directly outside the station and to reveal the original station architecture. It was suggested that some of the canopy could be retained as cover for any retail / market activity in the area of concourse currently occupied by taxis. It was also noted that for a proportion of station customers (primarily taxi customers and bus passengers accessing buses directly outside the station), removal of the canopy would result in creation of a 'new' unsheltered route between the station building and new taxi / bus shelters. (No one else would be worse off in bad weather by removal of the canopy.) However, benefits for the majority achieved by removing the canopy directly in front of the station were felt to outweigh any occasional and relatively minor disadvantages to a minority.

As with wider traffic restrictions, the general proposal could be delivered with or without the canopy being removed in whole or part, and practicality of removal will need to be investigated with relevant conservation and landowner partners.

Transferring the Taxi Permit Arrangement from within the Station to Junction Road

Some existing taxi permit holders within the station had enquired whether a permit arrangement could be retained at the new rank location. This could reduce demand for taxi spaces, and also raise revenue for maintenance and operational costs of the wider station area in future. Following further discussion it was clear that other taxi drivers would oppose such an arrangement, and the legality of issuing permits to access public highway ranks was also raised. Definitive legal clarification is currently being sought on the issue, but the group agreed that a permit arrangement should not be recommended.

Workshop Views: Northern Station Gateway

Compared to the Southern Gateway area, it has been difficult to progress designs for an improved Northern Station area. Much depends on whether a cycle parking facility will be delivered in this location (this will impact on the 'eastern edge' of any new plaza at the northern station entrance and also impact on wider cycle parking requirements in the area). Efforts to deliver the cycle parking facility are currently being led by Southern Railway, and as of mid-September Southern Railway were still working towards a definitive conclusion.

Aside from the cycle parking facility, opportunities to beneficially rearrange aspects of the northern gateway are limited by available space, and the operational requirements of that space.

The group agreed the proposed layout after an additional bus stop was added for the new number 38 service serving the northern entrance.

North Laine Suggested Traffic Changes



Subject:	Lewes Road LSTF Project – Consultation Results and Way Forward		
Date of Meeting:	2nd October 2012		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Robin Reed	Tel: 293856
	Email:	Robin.reed@brighton-hove.gov.uk	
Ward(s) affected:	St Peters & North Laine, Hollingdean & Stanmer, Preston Park, Hanover & Elm Grove, Moulsecoomb & Bevendean		

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

- 1.1 The purpose of this report is to consider the outcome of the second stage public consultation and agree a way forward for the Lewes Road Improvement Scheme. Permission to proceed with the consultation on a detailed scheme proposal was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 27th March 2012 following an initial consultation on broad principles.

2. RECOMMENDATIONS:

- 2.1 That the committee notes the results of the second stage consultation exercise.
- 2.2 That, having taken into account the numerous responses received, committee authorises officers to proceed with advertising the formal Traffic Regulation Order (TRO) for the Lewes Road Bus & Cycle lanes and any necessary waiting & loading restrictions.
- 2.3 That the committee authorises officers to commence construction on some minor elements of the scheme that are not dependant on the outcome of the TRO consultation process. This would include conversion of an existing pelican crossing to a toucan crossing near Ringmer Road, involving some kerb realignment. This work would not be abortive should the overall scheme fail to materialise following the formal TRO consultation.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In July 2011 the City Council was successful in bidding for £4.2m funding for the Lewes Road Corridor through the government's Local Sustainable Transport Fund (LSTF). The funding is being used to implement infrastructure measures on Lewes Road and in the surrounding residential areas, as well as a range of initiatives to encourage people to travel more sustainably. A further £2.25m has

been committed to the overall project by local partners including Brighton & Hove Bus Company, Brighton & Sussex Universities and Brighton & Hove PCT.

First Stage Consultation

- 3.2 An initial public consultation was held over a 6 week period in November and December 2011 to inform people about the award of the funding and gather local opinion on the transport issues that exist in the area. The results of the initial consultation showed that many people already travel sustainably by bus, on foot and by bicycle but that the overall experience of travelling along Lewes Road is poor or very poor. The most common transport problems were cited as being traffic congestion, inconsiderately parked vehicles, and a perception that it is unsafe to cycle. The most commonly requested transport improvements were cycling improvements, improved traffic flow and improved road safety.

Proposed Scheme for Lewes Road

- 3.3 The feedback received through the initial consultation along with officers detailed knowledge of Lewes Road was used to develop more detailed scheme proposals which formed the basis of the second stage consultation. The proposals comprise the following key elements:
- Bus & Cycle Lane in both directions on the dual carriageway section of Lewes Road between The Vogue Gyratory and the A27 at Falmer.
 - On-road 2 metre northbound cycle lane through The Vogue Gyratory. There will also be improved pedestrian facilities and more efficient traffic lights to aid the flow of traffic. The existing southbound cycle lane would also be widened to 2 metres through the gyratory system
 - Removal of parking bays (approx 50 spaces) on the east side of Lewes Road between Natal Road and the Bus Garage. Some short term parking, loading facilities and disabled parking would be retained where necessary.
 - Improved facilities for pedestrians and cyclists at the junctions of Saunders Park View and Coombe Road
 - Widened shared cycle & pedestrian path adjacent to Lewes Road north of Coldean Lane.
 - Enhanced cycle network in the north of the area with improved signage and access to Brighton and Sussex University Campuses as well as the AMEX Stadium.
 - 30mph speed limit extended northwards to the A27 at Falmer (currently 40mph).
- 3.4 A copy of the consultation leaflet detailing the full proposals is included as Appendix 1.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

Second Stage Consultation Process

- 4.1 The scale of public consultation undertaken for this project has been extensive and has involved as many local partners and stakeholders as possible. Information leaflets and questionnaires were mailed to 31,190 residential and business addresses with a prepaid envelope included for a reply. Included in the mail out were 1000 consultation packs to random city-wide addresses due to the potential city wide impact of the proposals. A further 2069 packs were delivered to Brighton University who have sites and Halls of Residence in the area and similarly 3356 were delivered to Sussex University. All property addresses were drawn from the Land & Property Gazetteer via the council's GIS system.
- 4.2 The consultation materials were detailed and divided Lewes Road into four sections and discussed problems and proposed measures for each section. A questionnaire was included which asked for levels of support for proposed changes to the Vogue Gyratory, for a bus/cycle lane along the length of the Lewes Road and whether this should be a combined or separate bus/ cycle lane. Respondents were also given space to add comments.
- 4.3 Nine exhibitions were held in local community centres and other venues throughout April and May 2012 and a further four exhibitions were held at University sites. Exhibitions were held on every day except Sunday and from 8 am to 8 pm and BHCC staff were present at every event. The consultation was also advertised on BHCC's website, in the Brighton Argus and in the council's City News publication which is delivered free to most households in the city. Links to an on-line version of the questionnaire were also published in the Argus, City News and also on the council website's homepage.

Headline Results

- 4.4 4166 responses were received in total, with 652 of these (16%) received on-line through the council's consultation portal and 3514 (84%) were survey forms returned by mail or collected at public exhibitions. A significant majority of respondents were local residents (82%), while 16% indicated they work in the area and 7% were students.
- 4.5 In response to question 1, 65% (3534) of respondents supported the proposed changes to the Vogue Gyratory. Local residents accounted for 79% of those who support the changes. Of the 35% of respondents who did not support the changes, the most common reason given was that the proposals would make the current situation worse and/or more dangerous.
- 4.6 In response to question 2, 63% of respondents supported the introduction of a bus and cycle lane along both sides of the Lewes Road. Again, the highest number of those in favour were local residents, accounting for 79% of those in support. Of the 37% of respondents who did not support the bus & cycle lane, the overwhelming reason stated was that the proposals would cause more traffic congestion.
- 4.7 In response to question 2a, almost 81% (2112) of those who support the bus & cycle lane stated a preference for a separate bus & cycle lane as opposed to a combined facility.

- 4.8 Question 3 provided space for additional comments. The most frequent comment made by those in support of the changes was that the proposals would make conditions safer for cyclists and would therefore encourage more people to cycle. The most frequent comment made by those who did not support the changes was that the proposals would create more congestion and that they are anti-car.
- 4.9 A full analysis of the consultation results is included as Appendix 2.

Petitions

- 4.10 One petition, signed by 390 people, was received from Westons Pharmacy situated on Lewes Road south of Coombe Road. The petition opposes the removal of all parking from Lewes Road as it is felt this will have a negative impact on the running of the chemist which operates 365 days a year from 9am – 10pm and serves as an important community facility.
- 4.11 It is acknowledged that removal of parking at this specific location would present difficulties and therefore correspondence has been sent to the chemist stating that some short term parking will be retained as well as a loading facility. The need for disabled parking at this location will also be considered.

Additional Correspondence and Longer Responses

- 4.12 A large amount of additional correspondence has been generated as part of this consultation exercise, with some being supportive of the proposals and others negative. Due to the amount received it is not possible to discuss these individually in this report but all comments made within correspondence have been included in the consultation analysis at Appendix B.
- 4.13 Correspondence from key stakeholders and delivery partners has also been received. Those organisations who are supportive of the proposals include The Jo Walters Trust, The University of Brighton, Brighton & Hove Buses, The Big Lemon, National Express, Friends of the Earth, Bricycles, The Clarion Cycling Club, Brighton Area Bus Watch, and The Local Access Forum. Negative correspondence was received from Westons Pharmacy and associated organisations, and Amplicon Liveline.
- 4.14 The Sussex Police Road Policing Unit currently have no objections to the proposals but indicated support for a separate bus & cycle lane and also stressed a need for clear signage to emphasise the commencement of the new 30mph limit.

Summary and Discussion

- 4.15 The results of the consultation suggest a clear majority of respondents are in favour of the proposals for both the Vogue Gyratory and the Lewes Road Bus & Cycle lane. However, clearly a number of respondents have indicated opposition to the changes, with the majority of these opposed on the grounds that the proposals will increase congestion for general traffic.

- 4.16 In order to ensure the impacts of the scheme are well understood, the citywide transport model has been utilised to predict the impact on journey times for general traffic. Initial results suggest that reducing the capacity on Lewes Road itself to accommodate the Bus & Cycle lanes will not result in significant increases in journey times for general traffic. This is confirmed by traffic flow data which indicates that Lewes Road in its current dual carriageway form operates well within capacity.
- 4.17 However, initial modelling undertaken on the proposals for the Vogue Gyratory is suggesting that an unacceptable level of additional delay is likely to occur for northbound traffic on Lewes Road south of the Vogue Gyratory as a result of the proposals. Therefore, further design and modelling iterations are required, in conjunction with key stakeholders, to ensure that the desired benefits for buses, cyclists and pedestrians do not create unreasonable disbenefits for other users. Traffic Orders and detailed plans for the Vogue Gyratory will therefore not be published until this work is complete and any objections received will be heard at a future meeting of the Transport Committee.
- 4.18 The benefits arising from the Lewes Road proposals are anticipated to be significant and wide ranging. A 30% improvement in bus journey times is predicted, along with significant modal shift from people travelling by private car to walking, cycling and public transport. Monitoring data from the bus priority measures implemented on the A259 coast road in 2008/9 shows that a reduction in general traffic of around 10% can be expected, along with an increase in bus patronage of approximately 25%. This represents genuine modal shift as monitoring data shows that the vehicles have not diverted to alternative routes.
- 4.19 Significant increases in the number of people cycling can also be expected due to the vastly improved conditions that would be created for cyclists should the proposals go ahead. The wider cycle lanes, slower vehicle speeds, cycle network improvements and improved conditions at the Vogue Gyratory would represent a dramatic improvement in the quality of cycle infrastructure on Lewes Road.
- 4.20 The combined effect of the above would be a significant reduction in carbon emissions from traffic, a reduction in local air pollution and considerable economic benefit resulting from the improved journey times, as people can increase the amount of time spent undertaking productive tasks instead of travelling.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs associated with the implementation of the measures outlined in the report will be largely met from the existing Local Sustainable Transport Fund.. Over the remaining 3 years of the project, to 2014/15, there is £0.550 million in capital funding and £0.150 million in revenue funding identified specifically for the Lewes Road scheme.

- 5.2 Additional capital funding of £0.250 million has been allocated from the 2012/13 Local Transport Plan budget with the same amount indicatively allocated for 2013/14. A further £0.100 million has been indicatively allocated for 2014/15.

Finance Officer Consulted: Karen Brookshaw

Date: 17/08/12

Legal Implications:

- 5.3 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted:

Carl Hearsum

Date: 16/08/12

Equalities Implications:

- 5.4 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:

- 5.5 The measures outlined in this report will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking, cycling, and bus use. It is predicted that significant reductions in travel by private car would result from implementation of the schemes, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified. The scheme will seek to enhance health by encouraging active travel amongst local people and reducing the causes of air pollution along the corridor, namely excessive levels of motorised traffic.

Crime & Disorder Implications:

- 5.6 There are no Crime & Disorder implications arising directly as a result of this report.

Risk and Opportunity Management Implications:

- 5.7 The main risk associated with the next stage of the process relates to the potential for unresolved objections to the TRO consultation. Should this be the case then such objections would have to be heard by the Committee therefore delaying construction. This risk is more serious given that both LSTF and LTP3 funding must be spent within the current financial year and therefore any additional delay would prove problematic. Longer term risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design process in the first instance, and thorough consultation with end users.

Public Health Implications:

- 5.8 Increasing the number of pedestrians and cyclists and encouraging greater use of public transport will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.

Corporate / Citywide Implications:

- 5.9 Lewes Road is a key route into the City and therefore the citywide transport model is being utilised to fully understand and address any potential impacts on strategic traffic flow.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The consultation process outlined in this report has allowed for local people and key stakeholders to be fully engaged in the development of proposals for Lewes Road. It is considered therefore that the measures consulted on are those that best reflect the wishes of the local community as a whole and this is demonstrated by the high level of support.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To formally acknowledge the positive outcome of the Lewes Road consultation and seek approval to advertise the TRO for the Lewes Road Bus & Cycle Lanes.
- 7.2 To authorise construction of preliminary elements of the scheme that are not subject to the outcome of the formal TRO, provided such elements would not be abortive should the overall scheme fail to materialise following the formal TRO consultation.

SUPPORTING DOCUMENTATION

Appendices:

1. Lewes Road consultation leaflet and questionnaire

2. Full consultation results report

Documents in Members' Rooms

None

Background Documents

1. Lewes Road LSTF Project – Update and Next Steps. ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING, 27th March 2012

Lewes Road Improvements

Second Stage Public Consultation

April/ May 2012

Consultation Report

CONTENTS

1 Background.....3

2 Headline Results.....3

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4 Full Responses from survey..... 4

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LSTF Lewes Road Corridor

Second Stage Public Consultation

1 Background

In June 2011, the City Council successfully bid for £4.2 million additional transport funding to introduce improvements to Lewes Road (between The Level and Falmer) and the surrounding areas. The funding is provided through the Government's Local Sustainable Transport Fund (LSTF) and will be used to implement a wide range of infrastructure and other complimentary measures to increase use of sustainable transport in the area.

An initial consultation exercise undertaken in November and December 2011 raised a number of issues with transport in the area. The feedback received through these events provided the information to fully understand the problems that people face and this has been used to develop more detailed proposals for Lewes Road. These proposals were the subject of the second stage consultation.

2 Headline Results

4166 responses were received, 652 of these (16%) were received on-line through the council's consultation portal and 3514 (84%) were survey forms returned by mail or collected at public exhibitions.

The overall response rate was approximately 13%.

82% of respondents were local residents, 16% indicated they work in the area while only 7% were students.

Vogue Gyratory

65% (3534) of respondents support the proposed changes to the Vogue Gyratory. The highest number of those in favour were local residents, accounting for 79% of those who support changes to the Vogue Gyratory.

Bus/ Cycle Lane

63% of respondents support the introduction of a dedicated bus and cycle lane along both sides of the Lewes Road. Again, the highest number of those in favour were local residents, accounting for 79% of those who support the introduction of the bus/cycle lane.

Bus/ Cycle Lane Options

Of the 2620 respondents who support the introduction of a bus/ cycle lane along both sides of the Lewes Road:

- Almost 81% (2112) chose a separate bus/ cycle lane

3 Methodology

Information leaflets and questionnaires were mailed to 31,190 property addresses, mainly in the LSTF area with a prepaid envelope included for a reply. Included in the mail out were 1000 consultation packs to random city-wide addresses, 2069 packs were delivered to Brighton University who have sites and Halls of Residence in the LSTF area and similarly 3356 were delivered to Sussex University. All property addresses were drawn from the Land & Property Gazetteer via the council's GIS system.

The consultation materials were detailed and divided the Lewes Road into four sections and discussed problems and proposed measures for each section. A questionnaire was included which asked for levels of support for proposed changes to the Vogue Gyratory, for a bus/cycle lane along the length of the Lewes Road and whether this should be a combined or separate bus/ cycle lane. Respondents were given space to add comments.

Nine exhibitions were held in local community centres and other venues throughout April and May 2012 and a further four exhibitions were held at University sites. Exhibitions were held on everyday except Sunday and from 8 am to 8 pm.

The consultation was also advertised on BHCC's website, in the Brighton Argus and in the council's City news publication which is delivered free to most households in the city. Links to an on-line version of the questionnaire were also published in the Argus City News Articles and also on the council website's homepage.

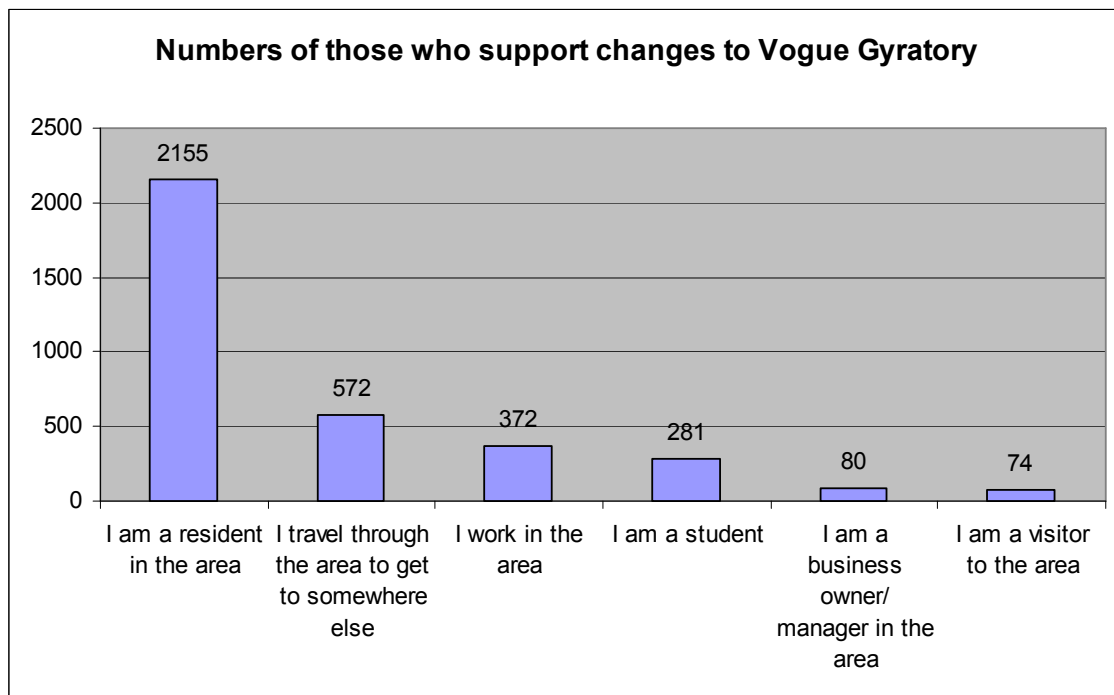
4 Full Results

Q1 Do you support the proposed changes to the Vogue Gyratory layout as described in the consultation leaflet and shown on the plan?

	No.	%
Yes	2716	65.2
No	1332	32
No reply	118	2.8
Total	4166	100

Towards the end of the questionnaire respondents were asked whether they were a resident, student etc. This information has been cross-tabulated with their answer to Q1 and is given in the table and graph overpage:

Q1 Support proposed Vogue Gyratory changes?	Yes		No		No reply	
	Number	%	Number	%	Number	%
I am a resident in the area	2155	63.2	1166	34.2	90	2.6
I am a business owner/manager in the area	80	39	120	58.5	5	2.4
I work in the area	372	56.5	262	39.8	24	3.6
I travel through the area to get to somewhere else	572	57.7	389	39.3	30	3
I am a visitor to the area	74	79.6	16	17.2	3	3.2
I am a student	281	91.5	21	6.8	5	1.6



The highest number of respondents were residents: 63.2% of these support proposed changes to the Vogue Gyratory. Respondents were then asked to make comments if they answered “No” to question 1 (but invariably people who answered “yes” to question 1 also made comments). These comments were themed and can be summarised below:

1332 respondents are not in favour of the proposed changes to the Gyratory, the following table gives an indication of some of the comments made by these people:

Comments made by those who DON'T support proposed changes to the Gyratory	Number of comments
This will make things worse/ cause more congestion. More pollution/ be more dangerous	645
Even with proposed changed there are still concerns about Sainsburys entrance	76
Waste of money/ concerns about cost	43
Take out the "island" and start again/ the island is the problem, getting out of the BP garage is the problem	40
Cars turning across the cycle lane (L turns into Hollingdean) will be dangerous	39
Traffic signals need rephasing	38
Entrance to Sainsbury's is dangerous and needs improving	21
Don't want cycle priority	14
Not enough room (for HGVs/ buses/ cycle lane)	12
Needs to be more done for pedestrians at the Sainsbury's exit	12
Vogue Gyratory has always been dangerous for walking/ cycling	10
Needs better signage (to avoid being in the wrong lane)	8
Cycling from Hollingdean into town will be difficult	6
Going north from Upper Lewes Road to to Lewes Road will be difficult	5
Cycle lanes are dangerous/ this will be more dangerous for cyclists	5
Not enough cyclists to justify this	4
General positive comments	3
Moving lights at west side will make using Sainsbury's entrance worse	3
Concerned about lane changing going north from Upper Lewes Road	3
Want cycle lane on the right side or in the centre	3
Make roads one way (Upper Lewes Rd) or block off side roads	2
Traffic merging at Gyratory is currently dangerous	1
Needs more pedestrian crossings at Lewes Rd/ White Crow/ Petrol Station	1
Will make it more difficult for the less able-bodied to get to Sainsbury's	1
Make Pope's Folly into a cycle route	1

Those who support proposed changes have also made comments and the table below gives an indication of these:

Comments made by those who DO support proposed changes to the Gyratory	Number of comments
Vogue Gyratory has always been dangerous for walking/ cycling	54
Even with proposed changed there are still concerns about Sainsburys entrance	36
Traffic signals need rephasing	20
Take out the "island" and start again/ the island is the problem, getting out of the BP garage is the problem	19
General positive comments	17
Entrance to Sainsbury's is dangerous and needs improving	15
Cars turning across the cycle lane (L turns into Hollingdean) will be dangerous	14

This will make things worse/ cause more congestion. More pollution/ be more dangerous	13
Needs to be more done for pedestrians at the Sainsbury's exit	13
Traffic merging at Gyratory is currently dangerous	5
Cycling from Hollingdean into town will be difficult	3
Concerned about lane changing going north from Upper Lewes Road	3
Going north from Upper Lewes Road to to Lewes Road will be difficult	2
Needs more pedestrian crossings at Lewes Rd/ White Crow/ Petrol Station	2
Don't want cycle priority	2
Cycle lanes are dangerous/ this will be more dangerous for cyclists	1
Needs better signage (to avoid being in the wrong lane)	1
Moving lights at west side will make using Sainsbury's entrance worse	1
Want cycle lane on the right side or in the centre	1

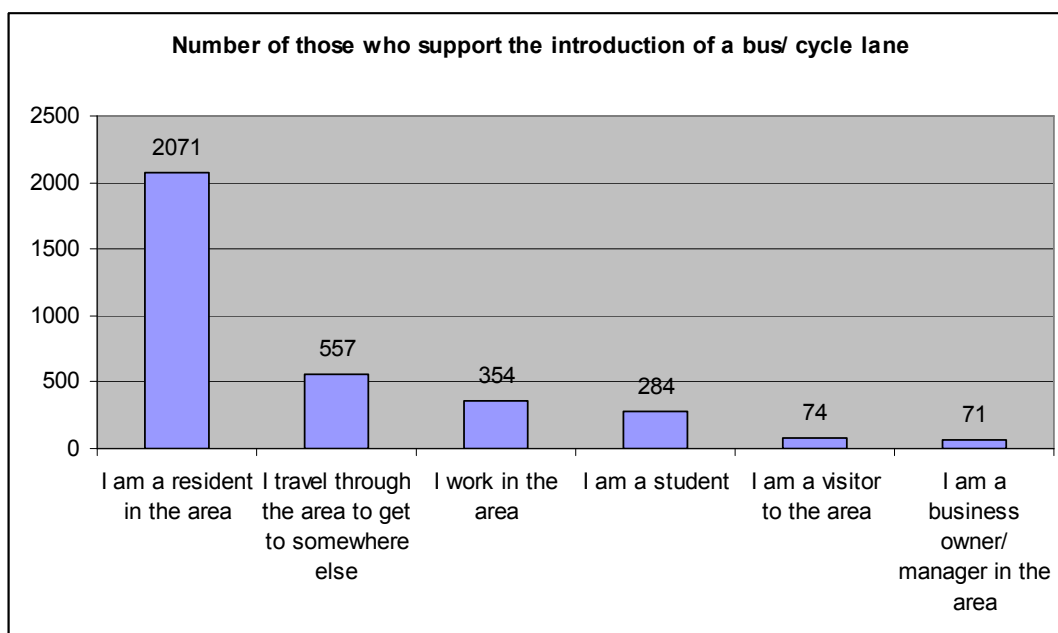
Q2 Do you support the proposed introduction of a dedicated bus and cycle lane along both sides of the Lewes Road as shown on the consultation plan?

	No.	%
Yes	2620	62.9
No	1454	34.9
No reply	92	2.2
Total	4166	100

Towards the end of the questionnaire respondents were asked whether they were a resident, student etc. This information has been cross-tabbed with their answer to Q2 and is given in the table and graph below:

Q2 Support bus / cycle lane?	Yes		No		No reply	
	Number	%	Number	%	Number	%
I am a resident in the area	2071	60.7	1267	37.1	73	2.1
I am a business owner/ manager in the area	71	34.6	129	62.9	5	2.4
I work in the area	354	53.8	294	44.7	10	1.5
I travel through the area to get to somewhere else	557	56.2	415	41.9	19	1.9
I am a visitor to the area	74	79.6	19	20.4	0	0
I am a student	284	92.5	21	6.8	2	0.7

Highest numbers of respondents were local residents as shown in the chart below:



If respondents answered “no” to question 2 they were asked to give comments. These have been themed and are summarised as follows:

Comments made by those who said NO to Q2 (don't support bus/cycle lane)	Number of comments made
These proposals will cause more congestion	445
Bus lanes are not fully used / not wanted	76
No one will use the cycle lane/ not enough cyclists	49
Waste of money/ too much money is spent on cycle lanes	30
Too much space is wasted on cycle lanes	30
Lewes Road is not wide enough	30
The bus lane makes cycling more dangerous	6
Want to keep the cycle lane as it is	4
Need more convincing/ wider/ kerb separated/ off-road cycle lane	2
Want bus lanes at peak times only	2
Little thought has been given over the route Hollingdean into town	1
Don't want parking removed	1

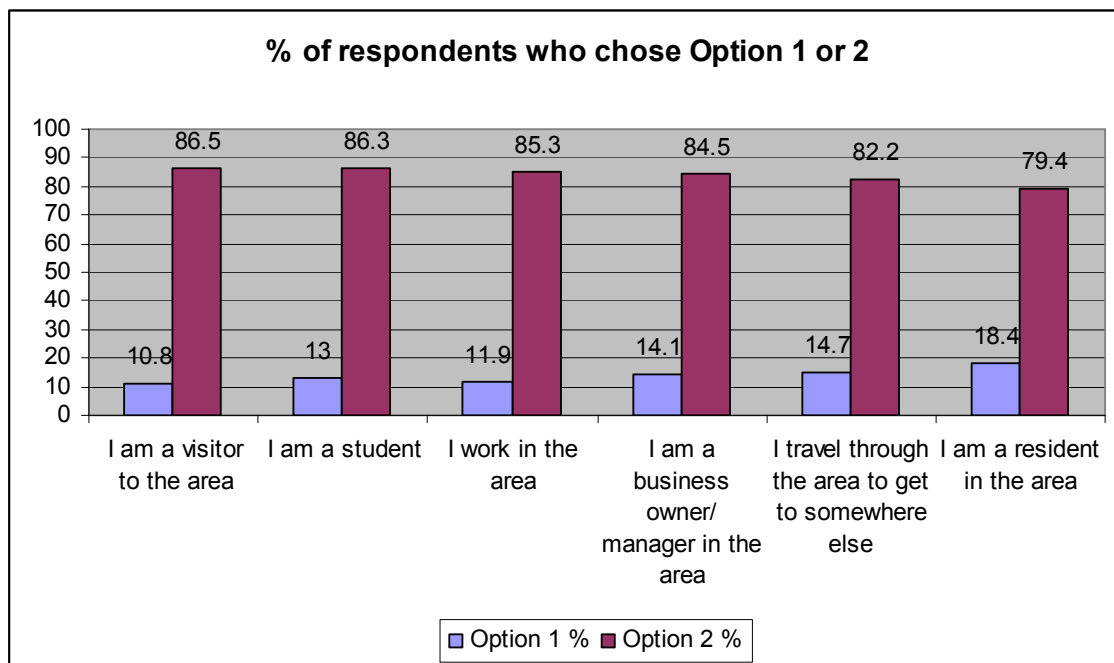
Q2a If yes to question 2, would you prefer?

2620 respondents answered “yes” to question 2. These respondents were then asked which of the following options they prefer.

Which Bus/ cycle lane option?	Number	%
Option 1 – combined bus / cycle lane	449	17.1
Option 2 – separate bus / cycle lane	2112	80.6
No reply	59	2.3
Total	2620	100

Residents and other types of respondents answered this question slightly differently as follows:

	Option 1		Option 2	
	Number	%	Number	%
I am a resident in the area	381	18.4	1645	79.4
I am a business owner/ manager in the area	10	14.1	60	84.5
I work in the area	42	11.9	302	85.3
I travel through the area to get to somewhere else	82	14.7	458	82.2
I am a visitor to the area	8	10.8	64	86.5
I am a student	37	13	245	86.3



Option 2 is the most favoured option by all but a slightly higher percentage of support is shown by visitors and students at around 86.5% and the lowest support shown by residents at 79.4%.

Q3 Do you have any further comments about any of the proposals in the Lewes Road Area?

Comments have been themed and an indication of these are summarised in the table below and cross-referenced with those who **support** and don't support the bus/ cycle lane.

Comments by respondents who SUPPORT the proposal for a bus/cycle lane	Q2 = Yes
General positive comments	315
This will be safer for cyclists/ encourage more cyclists	123
Don't want buses and cyclists in same lane	123
Tackle pavement parking, parking on double yellow lines/ enforce parking/ parking on cycle lanes	110
Cyclists need to obey the Highway code (ride single file, stop at lights, not cycle on pavement), need to pay road tax	76
Will create more traffic congestion/ chaos/ pollution	46
Want separate, kerb-separated cycle lane or cycle lane on pavement	45
Bus fares are expensive/ should be cheaper	30
Want more trees/ greenery	27
Will affect the economy (Local shops)	24
Don't want the 30 mph speed reduction/ 30 mph extension	22
Better Bus service is required	22
Cutting parking spaces will impact on nearby residential areas (Hanover)	18
Am concerned about potential disruption caused by implementation/ get roadworks finished quicker	17
These proposals are anti-car	15
Am concerned about buses crossing cycle lanes at bus stops	13
Don't want CCTV enforcement	13
Bendy buses are dangerous for cyclists/ don't want Bendy buses	12
This will not encourage modal shift	11
not enough being done for pedestrians	10
The Level to Gyratory is the problem area	10
Want Park & Ride (at Falmer)	10
Anti-student feeling/ students are not permanent residents	9
Waste of money/ concerned costs/ not necessary/ should be spent elsewhere	8
This scheme will cause traffic displacement	7
The consultation map is unclear/ unhappy about the consultation/ the council will do this anyway	7
Spend money on more important road problems/ repairs/ road maintenance	7
Too many cycle lanes/ don't want cycle lanes/ don't want more cycle lanes	6
Am concerned about loss of parking spaces – Coombe Rd – this will affect shops esp late night chemist	6
Want more pedestrian crossings (between Level & Gyratory and at Bear Rd)	4
Rephase traffic lights	4
Am concerned about loss of loading time/ facilities	3
Need a CPZ at Coldean/ Moulsecoomb. Amex stadium causes problems	3
The new road layout at Stanmer (Stonemere Way) is not wide enough for cars and cyclists	3
Want better cycle lane surface	3
Am concerned about turning in and out of Mithras House car park	2
Will effect the economy (City/ Tourism)	2
Want more old-style crossings	2

And for those who **don't support** a bus/ cycle lane:

General comments by respondents who DON'T SUPPORT the proposal for a bus/cycle lane	Q2 = No
Will create more traffic congestion/ chaos/ pollution	322
These proposals are anti-car	249
Cyclists need to obey the Highway code (ride single file, stop at lights, not cycle on pavement), need to pay road tax	236
Waste of money/ concerned about costs/ not necessary/ funding should be spent elsewhere	136
Bus fares are expensive/ should be cheaper	128
Too much money spent on cyclists	99
Will effect the economy (City/ Tourism)	93
This will affect local economy/ shops	92
This will not encourage modal shift	86
Anti-student feeling/ students are not permanent residents	79
Anti-council/ Green Party feelings	70
Tackle pavement parking and parking on double yellow lines/ enforce parking/ parking on cycle lanes	70
Spend money on more important road problems/ repairs/ road maintenance	59
Don't want the 30 mph speed reduction/ 30 mph extension	65
Too many cycle lanes/ don't want cycle lanes/ don't want more cycle lanes	47
Am concerned about potential disruption caused by implementation/ get roadworks finished quicker	46
This scheme will cause traffic displacement	43
Better bus service is needed (Bevendean x10, Coldean x12, Coomb rdx1, hanover, Meadowview, Uni to Marina))	45
Bus lanes are not fully used/ don't want/ need bus lane/more bus lanes	37
The consultation map is unclear/ unhappy about the consultation/ the council will do this anyway	34
The estates/ side roads will be cut-off/ difficult to enter and exit	32
Don't want buses and cyclists in same lane	32
Cutting parking spaces will impact on nearby residential areas (eg Hanover)	27
Cyclists will not use/ do not use lanes	26
Want Park & Ride (at Falmer)	26
Want separate, kerb-separated cycle lane or cycle lane on pavement	20
The Level to Gyratory is the problem area	18
Don't want CCTV enforcement	15
Am concerned about loss of loading time/ facilities	12
Need a CPZ at Coldean/ Moulsecoomb. Amex stadium causes problems	12
Am concerned about loss of parking spaces – Coombe Rd – this will affect shops esp late night chemist	10
General positive comments	9
Am concerned about buses crossing cycle lanes at bus stops	7
Bendy buses are dangerous for cyclists/ don't want Bendy buses	5
not enough being done for pedestrians	4
Want more trees/ greenery	4
The new road layout at Stanmer (Stonymere Way) is not wide enough for cars and cyclists	3
Lewes Rd is not wide enough	2
Buses drive too fast in bus lanes	2
This will be safer for cyclists/ encourage more cyclists	2

Demographic Information

Respondents were asked to tick whether they fitted into one of the following categories (they could tick more than one box)

	No.	%
Resident in the area	3411	81.9
Business Owner/ Manager in the area	205	4.9
Work in the area	658	15.8
Travel through the area to get to somewhere else	991	23.8
Visitor to the area	93	2.2
Student	307	7.4

Gender	No.	%
Male	1999	48
Female	1883	45.2
Other	7	0.2
No reply/ prefer not to say/ other	277	6.6
Total	4166	100

Age	No.	%
U18	38	0.9
18-24	294	7.1
25-34	543	13
35-44	737	17.7
45-54	887	21.3
55-64	541	13
65-74	334	8
75+	199	4.8
No reply/ prefer not to say	593	14.2
Total	4166	100

Ethnicity		No.	%
White	British	3387	81.3
	Irish	58	1.4
	Gypsy/ Irish Traveller	6	0.1
Asian or Asian British	Bangladeshi	7	0.2
	Indian	18	0.4
	Pakistani	6	0.1
	Chinese	22	0.5
Black or Black British	African	14	0.3
	Caribbean	8	0.4
	Sudanese	6	0.1
White & Asian		22	0.5
White & Black African		9	0.2
White & Black Caribbean		7	0.2

Turkish	4	0.1
Arab	3	0.1
Japanese	7	0.2
Other	195	4.7
No reply/ prefer not to say	377	9.0
Total	4166	100

Disability	No.	%
Yes	514	12.3
No	3135	75.3
No reply/ prefer not to say	517	12.4
Total	4166	100

Lewes Road Consultation

Proposed changes

Introduction

In June 2011, the City Council successfully bid for £4.2million additional transport funding to introduce improvements to Lewes Road (between The Level and Falmer) and the surrounding areas. The funding is provided through the Government's Local Sustainable Transport Fund (LSTF) and will be used to implement a wide range of infrastructure and other complimentary measures to increase use of sustainable transport in the area.

The initial consultation exercise undertaken in November & December 2011 raised a number of issues with transport in the area. The feedback received through these events has enabled us to fully understand the problems that people face and we have used this information to develop more detailed proposals for Lewes Road.

This consultation provides an opportunity for local people to view the proposals and make suggestions. Your comments will help decide whether or not we go ahead with the project, and if we do decide to proceed, they will influence the final design.

The Proposals

- To introduce a Bus & Cycle Lane in both directions on the dual carriageway section of Lewes Road between the Vogue Gyratory and the A27 bypass at Falmer. Taxis would also be permitted to use the bus lane
- To provide improved facilities for pedestrians and cyclists at the Vogue Gyratory
- To improve the junctions at Saunders Park View and Coombe Road
- To widen the shared cycle & pedestrian path adjacent to Lewes Road north of Coldean Lane
- To provide an enhanced cycle and pedestrian network in the north of the area with improved signage
- To extend the 30mph speed limit northwards to the A27 Falmer interchange
- More and bigger buses on the popular Service 25 route, more buses between Falmer and the Marina, as well as improved services for Bevendean

The Benefits

The benefits arising from these proposals would be significant and wide ranging, including:

- More people travelling by bus because of the quicker journeys and improved reliability
- More people cycling because of the improved conditions
- Reduction in the amount of car traffic as some people choose to travel instead by bus, cycling or walking
- Improved air quality and reduction in carbon emissions
- Improved road safety for all road users
- Better access to the Universities and AMEX Community Stadium, meaning more people choosing to walk and cycle instead of driving



**Brighton & Hove
City Council**

For the purposes of the consultation we have broken down Lewes Road in to 4 distinct sections. For each section the problems identified during the first consultation are listed along with measures proposed to address the issues.

Section 1 – The Level to the Vogue Gyratory

Problems:

- Lack of parking enforcement leading to badly parked vehicles blocking the cycle lanes and slowing down buses
- Too many traffic lights in close proximity causing congestion and increasing air pollution
- Cluttered street environment creating an unpleasant walking environment
- Inconsistent cycle facilities.

Proposed Measures:

Due to the limited road space available, it is not possible to introduce wider cycle lanes or combined bus and cycle lanes in this section of the corridor. However, there are a number of improvements that can be made and therefore the following measures are proposed, some of which have already commenced:

- A new loading restriction meaning no loading, unloading or parking on Lewes Road between the hours of 7am – 10am and 4pm – 7pm (already in progress and due to come into force May 2012)
- Improved enforcement of parking and loading restrictions through the use of CCTV cameras (new powers due to come into force March 2012)
- Removal of the middle set of traffic lights near Aberdeen Road and replacement with a pedestrian island crossing (completed March 2012)
- Removal of all unnecessary street furniture (signs, bollards, railings etc.)

Section 2 – The Vogue Gyratory (Sainsbury's)

Problems:

- Complicated layout and frequent lane changing creates problems for cyclists and car drivers
- Pinch points on the entrance and exit create dangerous conflict areas for cyclists
- Some pedestrian crossings are not in the most convenient places
- Vehicles turning in and out of Sainsbury's car park frequently block the pavement
- No cycle lanes

Proposed Measures:

An outline scheme to improve and simplify the Vogue Gyratory has been prepared and is shown overleaf. The current 3 lane layout would be reduced to 2 lanes and a cycle lane and wider pavement would be provided on the northbound carriageway. Cyclist pinch points would be removed and the existing cycle lane on the southbound side would be widened to 2 metres.

Cycle priority measures would also be provided at some of the traffic lights where necessary to ensure cyclists can use the junction safely.

Section 3 – The Vogue Gyratory to Coldean Lane

Problems:

- The existing cycle lanes are too narrow for the numbers of cyclists travelling at peak times
- The dual carriageway layout encourages more traffic and faster vehicle speeds
- Buses get held up in queuing traffic heading towards the city centre
- Crossing the road can be difficult in some places
- Parking between the cycle lane and pavement south of Natal Road creates problems for cyclists and reduces the pavement widths for pedestrians

Proposed Measures:

Before the opening of the A27 Brighton & Hove by-pass in 1996, Lewes Road was used as a key route for traffic travelling through Brighton & Hove. The bypass now carries this through-traffic and therefore, while Lewes Road is still a key route into the city centre, the current dual-carriageway layout is no longer necessary for the number of vehicles using the road.

More and more people using Lewes Road are now choosing to cycle or travel by bus – there are around 1500 cyclists on a typical day while over 35,000 passengers per day travel by bus. To reflect the growing demand and encourage more use of these sustainable modes, we are proposing to introduce a dedicated bus and cycle lane in place of the existing near side traffic lane. Artist's impressions of how Lewes Road would appear if the proposals are implemented are shown below. In option 1, the desired width of the bus / cycle lane would be 5

metres. In option 2 the desired width of the cycle lane would be 2 metres and the bus lane 3 metres. Junction Improvements at the Saunders Park View and Coombe Road junctions are also proposed, with particular benefits for pedestrians and facilities for cyclists.



Option 1 – Shared bus / cycle lane



Option 2 – Separate bus / cycle lane

Further changes are proposed on the east side of Lewes Road between Natal Road and the Vogue Gyratory. This area is currently unpleasant for cyclists due to the parked cars between the cycle lane and pavement, while the narrow and uneven pavements are unpleasant for pedestrians. In order to provide a wider pavement and maintain sufficient width for the bus and cycle lanes, it would be necessary to remove the free parking bays located here. Parking surveys undertaken show that these spaces are mainly used by people parking long term and free of charge for the University of Brighton and the Bus Garage. Loading facilities and disabled parking would be provided where necessary.

Section 4 – Coldean Lane to A27 Bypass (Falmer)

Problems:

- The existing cycle lanes are too narrow for the numbers of cyclists travelling at peak times
- The dual carriageway layout creates too much traffic and high vehicle speeds
- Inadequate cycle and pedestrian links / signage to the Universities and Football Stadium
- The existing shared path alongside Lewes Road north of Coldean Lane is too narrow and creates conflict between pedestrians and cyclists

Proposed Measures:

The bus and cycle lane would continue northwards through this section to where Lewes Road meets with the A27 bypass. At this point facilities would be provided for cyclists to join the existing shared path heading towards Sussex University alongside Stony Mere Way. Travelling south, towards the city centre, cycling improvements would be introduced at the junction with Stony Mere Way and underneath the flyover. A 2 metre on-road cycle lane would be provided on the uphill section of the slip road until it meets with Lewes Road, at which point the bus and cycle lane towards the city centre would begin.

To provide an alternative, off-road facility to the bus and cycle lane, the existing shared path on the west side of Lewes Road north of Coldean Lane would be widened to a width of at least 2 metres.

Further cycle network improvements have been identified in partnership with the Jo Walters Trust and are proposed in this area to link to the Universities and the AMEX Community Stadium. Further details will be available at the exhibitions and on the Lewes Road section of the council website at www.brighton-hove.gov.uk/lewesroad.

Public Exhibition Details

Public exhibitions have been organised to give local people the opportunity to view these proposals in more detail and discuss any issues with staff from the City Council's Transport Planning team.

Details of the exhibitions for local residents and businesses are listed below:

- **Calvary Evangelical Church**
Viaduct Road
Friday 20 April, 12 noon - 8pm
- **Hanover Community Centre**
Southover Street
Monday 23 April, 12 noon - 6pm
- **Hollingdean Community Centre**
Thompson Road
Thursday 26 April, 12 noon - 8pm
- **Moulsecoomb Hall**
Lewes Road
Saturday 28 April, 10am - 4pm
- **United Reform Church**
Saunders Park Rise
Monday 30 April, 12 noon - 8pm
- **Bevendean Church Hall**
Norwich Drive
Thursday 3 May, 12 noon - 8pm
- **Larchwood Community Café**
Coldean
Thursday 10 May, 12 noon - 8pm
- **St Martin's Church Hall (Wagner Hall)**
Lewes Road
Friday 11 May, 1pm - 9pm
- **The Level (outside)**
Tuesday 15 May, 8am - 12 noon

Exhibitions at the Universities will also be held, as follows:

- **University of Sussex**
Students Union Reception
Thursday 19 April, 10am – 6pm
- **University of Brighton**
Falmer Campus (Checkland Building)
Tuesday 24 April, 10am - 4pm
- **University of Brighton**
Moulsecoomb Campus (Cockroft Entrance)
Friday 27 April, 10am - 4pm
- **University of Brighton**
Grand Parade Campus (Sallis Benney foyer area)
Tuesday 1 May, 10am - 4pm

Consultation Timescales

The consultation will run for 6 weeks from Monday 16 April to Friday 25 May 2012. The closing date for comments is Friday 25 May 2012.

What Happens Next

All comments received during the consultation will be carefully considered and the results reported to a future Cabinet meeting. If there is sufficient support for the scheme then it will proceed to the next stage of development with a view to implementation commencing in January 2013.

Further Information

If you would like any more information on these proposals, please come along to one of the exhibitions or visit the Council's Lewes Road webpage at www.brighton-hove.gov.uk/lewesroad.

Alternatively you can email us at lewes.road@brighton-hove.gov.uk or speak to someone on **01273 290487**.

Supported by



Lewes Road Corridor

Key

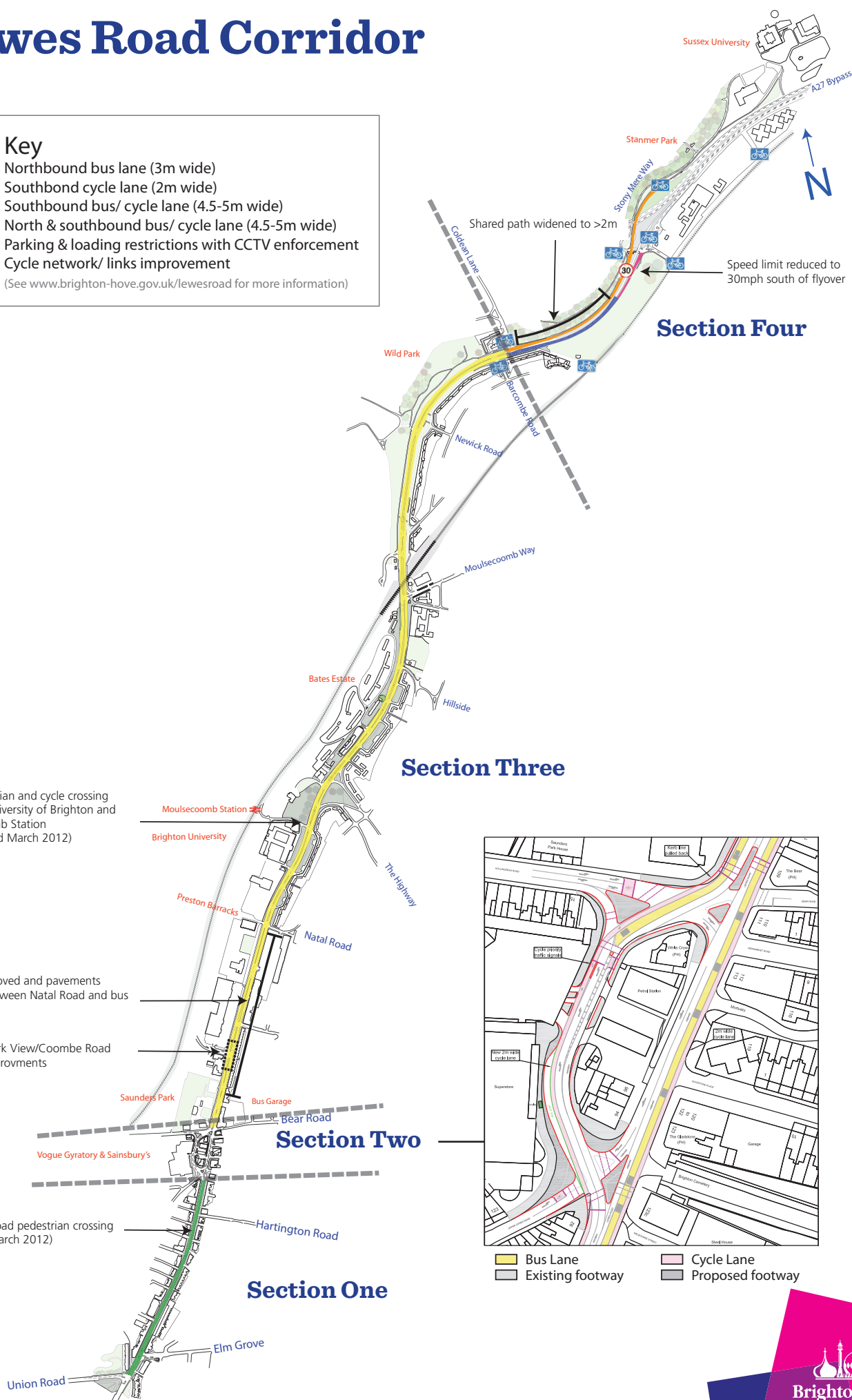
- Northbound bus lane (3m wide)
 - Southbound cycle lane (2m wide)
 - Southbound bus/ cycle lane (4.5-5m wide)
 - North & southbound bus/ cycle lane (4.5-5m wide)
 - Parking & loading restrictions with CCTV enforcement
 -  Cycle network/ links improvement
- (See www.brighton-hove.gov.uk/lewesroad for more information)

New pedestrian and cycle crossing to access University of Brighton and Moulsecoomb Station (Commenced March 2012)

Parking removed and pavements widened between Natal Road and bus garage

Saunders Park View/Coombe Road Junction Improvements

Aberdeen Road pedestrian crossing (Replaced March 2012)



- Bus Lane
- Cycle Lane
- Existing footway
- Proposed footway

Subject:	Highways Winter Service Plan 2012-13		
Date of Meeting:	2 October 2012		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Christina Liassides	Tel: 29-2036
	Email:	christina.liassides@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The Highways Code of Practice recommends that authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan based on the principles of this Code. Brighton & Hove City Council has produced an annual Highways Winter Service Plan since unitary status.
- 1.2 The Highways Winter Service Plan 2012-13 is the result of an annual review by the highways team and builds on the extensive work, experience and research carried out over previous years, particularly following 3 years of severe winters.

2. RECOMMENDATIONS:

- 2.1 That the Transport Committee approves the Brighton & Hove City Council Highways Winter Service Plan 2012/13 as attached at Appendix 1 to this report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:Context for Highways Winter Service Plan

- 3.1 The Highways Winter Service plan outlines the policy and operational mechanisms that this authority puts in place to meet its statutory requirement to take measures to prevent or remove accumulations of ice and snow from the public highway as far as is reasonably practicable.
- 3.2 The plan is reviewed annually in liaison with other sections and agencies, as part of continuous improvement to the service.

Annual review 2012-13

- 3.3 Following the detailed work that went into reviewing the 2010/11 plan, the Highways Winter Service was tested again in snowfall conditions during 2010/11 and 2011/12, and reviewed again during the following summers. This review includes the operation of the service, the accompanying communications strategy, the co-ordination of resources across City Infrastructure for snow clearance, the performance of our equipment and the links with other sections and agencies.
- 3.4 Prior to and during previous winters, considerable discussion and consultation has taken place with other council teams and partner services, including via the Sussex Resilience Forum, the council's Major Incident Managers Team and individually with partners and providers, such as the bus company, schools and the NHS. Officers have also attended residents' meetings such as Local Action Team meetings. This ensures a good shared understanding of what the council's highways service can provide and how best to target this to support other services' priorities.
- 3.5 The plan covers the whole City Infrastructure delivery unit's response to cold weather and links to other council sections' and other agencies' winter service planning.

Service provision

- 3.6 Through the Highways Winter Service Plan we endeavour to use the resources available to us as effectively as possible. We have a finite supply of materials and staff to carry out the work so it is simply not possible to keep all 2,500 of the city's public roads, pavements and footpaths free from ice and snow during a severe freeze.
- 3.7 Our defined routes are all main roads and all bus routes. The aim is to keep the important roads in the city open and to try and reach as many well-trafficked residential areas as possible (hence following bus routes). The routes include roads leading to emergency service premises, hospitals and bus depots. See Appendix 2.
- 3.8 In total, during our full runs, we grit nearly 192 miles, which equates to just under 50% of our total road network.
- 3.9 It should be noted that there are specific environmental factors that will reduce the effectiveness of salting/gritting. This means that although the council will continue to apply treatments to the identified routes, we cannot guarantee that the gritted roads will be free of snow and ice.

Summary of 11-12 highway winter service

- 3.10 Although the winter was much milder than previous years, the gritter vehicles carried out several gritting runs, mainly in January and February. Several of these were our Hilltop routes (coldest areas of the city only), reflecting more marginal temperatures.
- 3.11 Snowfall came in early February followed by a week of very cold temperatures. However, even during the main snowfall, the majority of roads and pavements had almost no snow, or the snow melted very quickly.

- 3.12 Some streets in the city continued to suffer from snow and ice even once the majority was clear. These were roads and pavements on the north and eastern side of the city not on our identified gritting routes which do not get any direct sunshine in winter.
- 3.13 Whilst it must have seemed odd that we did not therefore deploy resources to the roads still affected, there was good reason for this. The gritter drivers, and those who clear snowy pavements by hand, are not staff especially recruited only for winter duties. They are permanent council employees normally employed as refuse truck drivers and street cleaners or are part of our highway contractors gangs. Because the majority of the city was clear of snow, we still had to carry out refuse, street cleaning and highway duties in those areas, so there were very few spare staff available to attend to areas of the city which still had snow lying.
- 3.14 However, we did divert some staff to snow duties. Some of these were making grit dumps by tractor to outlying areas, some were refilling grit bins and others operated the new pavement gritting machine or carried out hand clearance. We were very pleased with the pavement machine's performance, but it is less effective where snow has already compacted to ice.
- 3.15 In terms of road gritting, when drivers were available at night time, we had to keep going over our identified gritting routes as temperatures remained well below freezing and we needed to ensure that the main network remained accessible and did not re-freeze. However some roads not on our agreed list were gritted as an ad hoc measure, in recognition of the continuing problem in isolated areas and to enable refuse collection. This was possible because the refuse driver for that round is a trained gritter driver, and so could operate the gritter first to enable his refuse truck to get around.

Communications

- 3.16 The Communications strategy ensures that clear and comprehensive information about the council's winter service is given out both just before the start of winter and as regular updates during any bout of very cold weather. This involves the Head of Highway Operations working closely with the Communications team and with Cityclean's Contact Centre/social media.

Grit bins and self help

- 3.17 The council provides 420 grit bins throughout the city for self-help. Compared to other authorities, this is a high quantity within what is a relatively small geographical area. This is because we recognise that Brighton & Hove is a mainly urban area with steep hills serving a large population. We will also if required fill grit bins for emergency services, and can offer salt/grit in small quantities from our stockpile for schools, emergency services and other priority agencies for use on their own property.

- 3.18 Following an expansion over 5 years which has more than doubled the quantity of grit bins provided, we cannot issue any more grit bins on the public highway. This is because it would take far too long to fill them quickly during extreme weather and with finite resources we cannot keep expanding the number of grit bins that we then need to service.
- 3.19 Due to budget constraints following the 11-12 budget-setting process, grit bins will only be filled once at the start of the winter season unless there is heavy snowfall. This means that even if a grit bin is emptied immediately after being filled, there will be no further refills except during a severe weather event. This was agreed at Full Budget Council as part of Highway Operations budget reductions.
- 3.20 Grit drops at pre-identified locations may also take place during severe snowfall although these have not generally been used by local residents in the previous two winters.
- 3.21 Our communications strategy encourages local residents and businesses - where they are able to do so – to help clear snow outside their property as soon as possible. This is because we cannot reach every pavement on our priority list immediately and certainly cannot clear every pavement in the city. Fresh snow is much easier to clear both by hand and by machine than compacted snow or heavy ice which has been in situ for a while and is very hard to shift.

Statistics

- 3.22 The original budget was calculated on an average of 33 gritting operations per year plus one 2 day snow event.
- 2007-08 was above average, with 43 gritting operations in total for the winter season.
 - In 2008-09, a total of 62 gritting operations were carried out, of which 27 operations were full routes, i.e. our largest coverage of the city.
 - In 2009-10, a total of 112 gritting operations were carried out of which 62 were full routes.
 - In 2010-11, a total of 64 gritting operations were carried out of which 48 were Full Routes. Although the end of November to the beginning of January saw cold and extreme snow, the rest of the winter was very mild.
 - In 2011-12, despite the milder weather compared to previous years, a total of 49 gritting operations were carried out. There was one major snowfall which mostly affected the north and eastern parts of the city, resulting in residual ice and snow remaining in some roads for a week.

Vehicles

- 3.23 The council now has seven new gritter vehicles, all 4x4 and supplied with the latest technology such as stainless steel hoppers which will resist salt corrosion.
- 3.24 We have a pavement gritting machine which can also be utilised as a street sweeping machine. This enables efficient and quick treatment where pavements are

wide enough on our identified priority routes. However, it is less effective where compacted snow or thick ice is present.

- 3.25 All the vehicle purchases have been funded through unsupported borrowing and so future winter budgets must take into account repayment costs for the next 7 years as well as Repairs and Maintenance overheads.

Salt Stock

- 3.26 The average amount of salt used per winter is about 800 tonnes. In 2011-12, we used 880 tonnes. (As a comparison, in the colder winter of 2010-11 the council used 1,500 tonnes of salt and a further 500 tonnes of grit). Sharp sand is an accepted treatment for heavy compacted layers of snow and ice, often proving more effective than salt alone.
- 3.27 The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country direct to Shoreham Harbour. The council has not run out of salt in any of the previous winters.
- 3.28 We are continuing to use additional storage, outside of the city's depot. In total, we should start the winter season with over 1,500 tonnes.

Reviews and recommendations

- 3.29 The recommendations from the Scrutiny Panel's review with officer comments and update as of 2011 are attached as Appendix 3 for information. The Head of Highway Operations attended the Environment and Community Safety Overview and Scrutiny Panel in March 2012 to give a further update on the Highways Winter Service Plan.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 The Highways Winter Service Plan was reviewed as a result of recommendations by the Environment & Community Safety Overview & Scrutiny Committee following the first severe winter. It has been subsequently reviewed on an annual basis by ECSOSC including in March 2012.
- 4.2 Working with the Civil Contingencies Officer, highway officers have held several planning meetings and maintain ongoing communication with members of the Sussex Resilience Forum. This includes category 1 Responders (fire, police, NHS, ambulance service), the bus service, schools service, housing management and other important city services/premises. Internally, winter plans have been discussed at Major Incident Management meetings.
- 4.3 There have also been meetings and ongoing liaison with the Communications team and Business Continuity Manager regarding the council's public response to winter weather events.

- 4.4 Highways, Cityclean and Cityparks have worked together on planning the Winter Service for our city's public highway.
- 4.5 A copy of the Highways Winter Service Plan is sent out to the following stakeholders and any relevant comments incorporated into the plan/service as far as is reasonably practicable:
- Cityclean
 - Cityparks
 - Civil Contingencies
 - Housing and Social Inclusion
 - Social Care
 - Insurance section
 - Communications team
 - Police
 - NHS
 - Fire Service
 - Brighton & Hove Bus Company
 - Council Schools officers
 - Other Sussex Resilience Forum agencies e.g. Brighton Marina
 - Seafront services
 - Southern Rail
- 4.6 Benchmarking and sharing of good practice has been facilitated through SE7 and SEASIG – the south East Authorities Service Improvement Group.
- 4.7 The Head of Highway Operations works closely with East and West Sussex highway managers, including joint contracts with East Sussex for weather forecasting.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

The costs of providing the winter maintenance service are covered by a revenue budget, which is £291,710 for 2012-13. Any underspend in the revenue budget each year is carried over into the Winter Maintenance Reserve, as contingency for periods of extreme weather. This fund is used to pay for operatives, gritter fuel, gritter maintenance, contractors and other costs associated with an ongoing major operation. This reserve has been called upon in financial years 2006-7, 2008-9, 2009-10 and 2010-11. In recognition of the demands placed on the service in recent years, an additional sum of £204,000 was allocated to the reserve in 2010-11. The balance in the reserve is currently £485,695.

Finance Officer Consulted: Name Karen Brookshaw Date: 31/07/12

Legal Implications:

- 5.2 The council as highway authority has a duty to maintain publicly adopted highways. Since October 2003 this has included a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice (section s41 (1A) Highways Act 1980 as amended by the Railways and Transport Safety Act 2003). In addition, the highway authority is under a duty under section 150 of the Highways Act to remove any obstruction of the highway resulting from accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause". Finally the council is also subject to the network management duty in section 16 of the Traffic Management Act 2004 which requires authorities to do all that is reasonably practicable to manage the road network effectively to keep traffic moving.

The proposed Winter Service Plan will assist the Council in complying with these statutory duties.

Lawyer Consulted:

Carl Hearsum

Date: 31/07/12

Equalities Implications:

- 5.3 The Highways Winter Maintenance service covers main routes and all bus routes. It is a service for the public highway, aimed at bringing the maximum benefit to the most used thoroughfares. It is not logistically or economically feasible to cover all roads in the city, so by treating bus routes and pavements on a priority basis we ensure that most areas of the city have some accessible options for travel and target areas of highest usage/maximum benefit.

Sustainability Implications:

- 5.4 Salt has a negative environmental impact e.g. on the water table or vegetation. Sharp sand does not dissolve into solution and has a negative impact on drainage and appearance. Therefore resources are carefully deployed in order to provide a balance between network usability and detriment to the local environment.

Crime & Disorder Implications:

- 5.5 There are no crime and disorder implications identified in this report or within the Highways Winter Service Plan.

Risk and Opportunity Management Implications:

- 5.6 The objective is to provide a highways winter service, which will permit, as far as possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and accidents brought about by adverse weather conditions.

Public Health Implications:

- 5.7 The Highways Winter Service Plan outlines a service which will endeavour as far as is reasonably practicable to provide for safer movement of pedestrians and other road users on the city's public highway. Through our winter communications strategy, the council also provides a range of information on how to stay healthy and safe during severe cold winter, and how to access care services if required.

Corporate / Citywide Implications:

- 5.8 The winter service is an essential support service for the city's economy and ability to function by helping to provide an accessible highway network.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only alternative is not to produce or approve a winter service plan but this would be contrary to the Code of Practice. The plan also acts as information about what to expect from the service and as a business continuity tool which lays out detailed operational directions on how to run the service. The routes and priorities are based on well-established criteria that seek to provide the best possible accessibility within available resources.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The report ensures that the Winter Service Plan can be formally considered and adopted.

SUPPORTING DOCUMENTATION

Appendices:

1. Highways Winter Service Plan 2012-13
2. Map showing full gritter routes & grit bins
3. Scrutiny recommendations and review

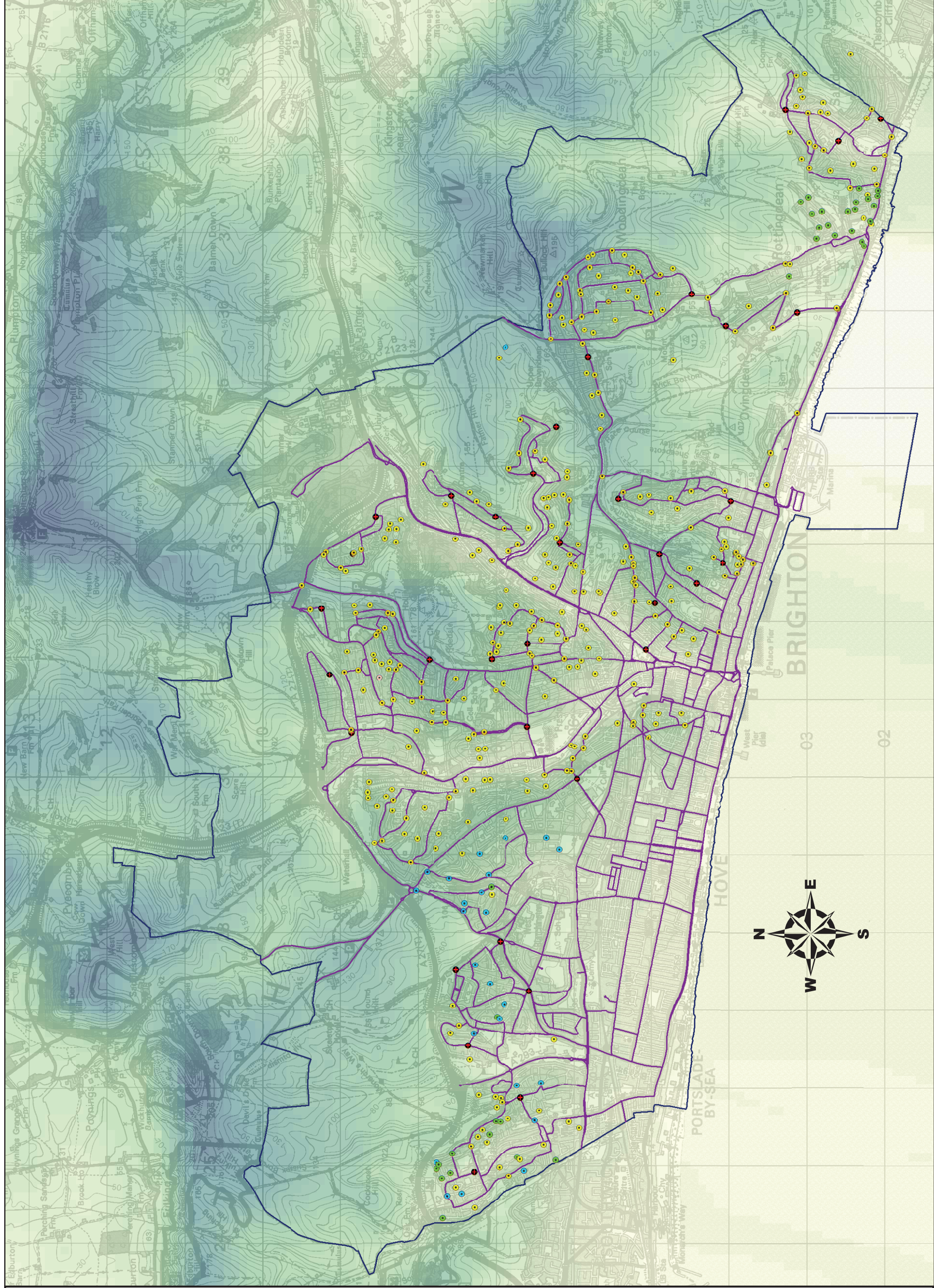
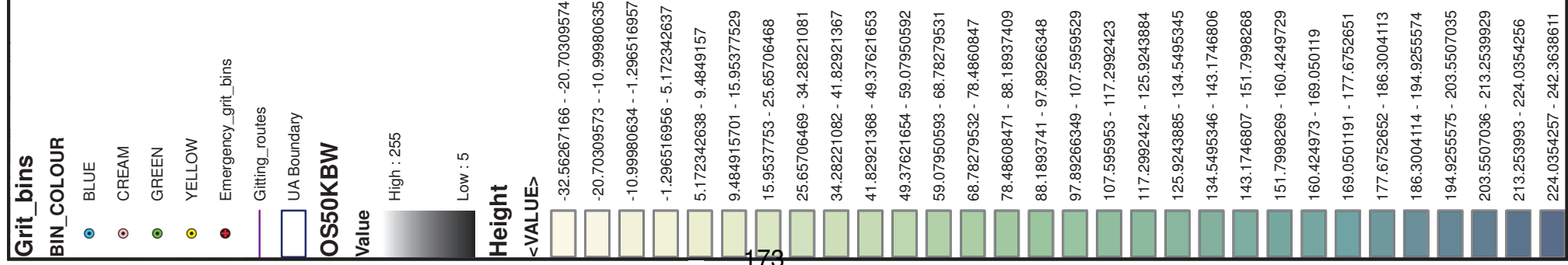
Documents in Members' Rooms

1. Full version of Highways Winter Service Plan (personal contact information redacted)

Background Documents

1. Highways Winter Service Plan reports 2010-11 and 2011-12
2. ECSOSC meetings – winter service review 2010, 2011 and 2012

Gritting routes, grit bins and emergency grit bins



Rec	Recommendation	Comments	Position as reported to 4 November 2010 Environment CMM	Update for ECSOSC 2011	2012 summary
1	Greater coordination within the council and between partners is required, building upon examples of good practice. The WSP should be developed with input from partner organisations.	Agreed. Can use the Brighton and Hove Resilience Forum to do this. This group contains all category 1 responders and major local employers.	Meetings of Brighton & Hove Resilience Forum have taken place plus work with individual agencies. Brighton and Hove are likely to set up a 'Severe Weather Office' with stakeholders meeting together coordinate an improved response. This is due to be tested at an exercise at Hove Town Hall on 4 November. The Civil Contingencies Team are also working on a revised severe weather plan to provide more support to the vulnerable at times of severe weather.	BHCC Highways in conjunction with Civil Contingencies team carried out partnership working on winter during summer and autumn 2010. This included offering advice about clearance and supplies, incorporating some requests into gritting routes, providing grit drops or grit bins near key premises, agreeing priority routes for extreme circumstances. Highways WSP presented at Environment Cabinet Member meeting on 4 November 2010 and	Completed but ongoing annual review process

Appendix 3 – scrutiny panel response

				<p>available on the website.</p> <p>During winter, inter-agency teleconferences held for December snow events. Transport Hub activated and plans made for Christmas-New Year period in case of severe weather. Highways team worked with bus company to inform and deliver on routes.</p> <p>Pavements around key infrastructure - e.g. hospitals – given priority for clearance</p>	
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	<p>All relevant services should have regularly updated snow resilience plans that feed into the WSP.</p>	<p>Agreed. Will form part of the Business Continuity review now being carried out which will specify high risks</p>	<p>The Sussex Resilience Forum (SRF) have undertaken a review of contingency planning for the Sussex Police area following the recent severe winter. The Environment Agency has led a number of Task and Finish Groups to develop our response to protracted periods of severe weather. The highways issue is only one of a series of problems faced during severe weather. These groups are scheduled to report back to the SRF Executive on 28 October for the revised plans to be approved and able to be invoked for the forthcoming winter. They include an improved warning system, improved communications plan.</p>	<p>BHCC Highway Winter Service Plan shared with all partner agencies. BHCC contributed to Health resilience plans. BHCC Highways & Transport teams worked with bus company to agree priority routes and turn-around points as well as to ensure communications up to date during severe weather.</p> <p>BHCC Highways Winter Service Plan has always been and will continue to be reviewed and updated annually</p>	<p>Completed but ongoing annual review process</p>
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3	<p>A review of gritting routes is made on an annual basis. This review should be undertaken with partners and take into account the needs of priority services. This review should also take into account health statistics to identify problem areas not already on gritting routes.</p>	<p>Agreed.</p>	<p>See point 1 and 2 above. Highways have utilised information from the Resilience Forum and also engaged individually with specific partners on more complex issues e.g. hospital access or how best to service outlying bus routes that may need alternative routing during extreme conditions.</p>	<p>BHCC WSP: Consultation and route planning took place with partner agencies. Gritting routes expanded to include some agency requests e.g. bus route round Mill View, Marina bus route and coastguard station. Not all requests could be met e.g. gritting on other agencies' land as this would require a currently unachievable increase in stock and resources. Analysis included information from police and health. Also incorporated new guidance from Department for Transport. Plans will be reviewed again prior to winter 2011-12.</p>	<p>Completed but ongoing annual review process e.g. for 2012-13, Hilltops routes to be adjusted</p>
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4	<p>Building upon action taken during the severe weather events policies and procedures regarding the temporary transfer of staff to support specific services in the event of snow should be agreed across the council and wider public sector. Lists of staff available to support other services should be compiled, for example call centre capacity needs to be enlarged during periods of prolonged snowfall to deal with the increased volume of calls.</p>	<p>Agree in principle although further work needed corporately across the council. This is already being investigated within Sustainable Transport, Cityclean and Cityparks. Bringing in additional staff across the council will require a greater level of co-ordination and may need HR involvement & Communications to make arrangements with unions, etc. To preplan staff redeployment during severe winter weather will require a strategic corporate decision. Will also need to consider training, PPE, etc. Contact centre capacity: discussions already in hand with ASC single contact point and Hollingdean staff to increase capacity and opening hours</p>	<p>In progress - being undertaken within existing resources for council teams with lead roles in winter e.g. Environment, Business Continuity and Adult Social Care.</p>	<p>Training completed by November 2011 for contact centre staff, comms team and other highway/environment staff. Information pack sent to planning & environmental health services for telephone support if required during severe weather. Additional staff trained in shovel loading and 4 x 4 driving so could switch to essential winter duties during severe weather.</p>	<p>Corporate responsibility – improvements made year on year</p>
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5	Schools closure policy in the event of snow should be clarified and then communicated to all parents.	Schools have been issued with guidance on emergency closure and been provided with a model letter to send to parents if snow/closure is likely.	Schools and Highways have worked together to identify priority school routes during examinations.	Highways in contact with Schools officers re snow clearance and donated some grit for premises clearance	Schools policy
6	Consideration needs to be given to communication with the public both during and prior to snow events:	Agreed. Please see the evidence submitted to the scrutiny investigation on communications.	A communications strategy is currently being drafted, which will include phases of communications in autumn (preparation) and during any crisis	<ul style="list-style-type: none"> Information in City News Nov 10 – focus on how to prepare Website page updated to reflect improved WSP Links from home page to additional useful information Video information via website 	Completed but ongoing annual review process and during snow events. Regular councillor briefings also sent out.

6a)	<p>Regular updates during periods of severe weather are required, thought needs to be given as to how this occurs if staff cannot reach their place of work.</p>	<p>Agreed – we are already doing this regularly this and the communications team was congratulated verbally during the scrutiny review more than once for its regular internal updates. Work in the future will fundamentally involve the use of regular 'bulletins' on the Wave and website but will also include an email issued to all managers to cascade to their teams. The Emergency Staff Advice Line can also be put in use. Communications for staff who are not able to access their normal workplace will form part of the latest business continuity plan for communications, which is currently being drafted.</p>	<p>The communications strategy will include the implementation of hourly service and advice updates to print radio and television news desks, as well as on the website, through social media platforms and internally. The communications team is also preparing all heads of delivery units and other relevant managers to cascade information via email on the council's external email portal so that they can do this from any online computer. The Emergency Staff Advice Line is ready to use when required. Comms staff with access to all the council's communications tools will be rota'd 24/7 in the event of any severe weather.</p>	<ul style="list-style-type: none"> • Briefings 2 or 3 times per day to members and SLB • Regular communication updates via radio, website, Twitter and Facebook saying what we had done and what we were doing next • Gritting route maps, grit bin locations and grit drops all available on website • Video on You Tube and website about what the council does and what individuals can do to help • Shovel, sweep, salt message • Messages on bus website and real time information 	<p>Completed but ongoing annual process</p>
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6b)	<p>Use of social media should be expanded as it allows for frequent updates to reach large numbers of people. People should be directed towards the website for information.</p>	<p>Agreed - we are already doing this with considerable success. Indeed the council's use of social media during the recent snow crises was highlighted as best practice in I&DeA's recent 'Local by Social' report and Socitm's "Twitter Gritter" report. It was also praised by the national Government. In the future, we will make full use of the major social media technologies, including interacting with well-read blogs, posting information on micro-blogging site and social networking sites and consulting residents on communications.</p>	<p>The council is increasing its potential audience across all relevant social media technologies, including Facebook, Twitter, Flickr and YouTube. We were primed to deploy visual, audio and text-based communications to these platforms.</p>	<p>As above, full use made of social media. City Infrastructure worked with comms team to deliver updated messages via Facebook, Twitter, website and YouTube. Also worked with bus company regarding communications on routes.</p> <p>Through winter all contact to Cityclean went up by 5% compared to last year. Call volumes however were 29% lower and online contact was up 42%. We also received three to four times more hits than usual on the website on many occasions during the snow, but saw only a small increase in calls</p>	<p>Completed and utilised during cold weather</p>
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Appendix 3 – scrutiny panel response

6c)	City News in the autumn should contain information of what to do during severe cold weather.	Agreed. We will publish a winter service special informing residents how the local public sector is preparing and how residents and businesses can also make preparations in advance of any cold weather.	The early November edition will be the 'snow special' and will include news, features and advice related to the potential for severe weather. Copy is currently being produced	Completed. See attachment 2	during these times. This shows the effectiveness of the information we were coordinating with you and putting out through our winter update section online and through social media. See attachment 1	Council webpages and other information to continue to be utilised
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6d)	Clear legal advice regarding liability for clearing snow from the pavement should be made widely available.	Agreed - we will deploy the 'Shovel, Sweep, Salt' message again as part of a mini-campaign <i>well in advance</i> of any predictions of severe weather. Note: during the last weather crisis, this message appeared in the headline of the front page of the city's major news medium, the Argus - which is the ultimate goal of media message placement during an emergency.	A key part of the communications strategy will involve rolling out the 'Shovel, Sweep, Salt' message in a mini-campaign.	Information in City News and on website. Link from BHCC website to government guidance. See attachment 3	Completed
6e)	Discussions should be held with the CVSF and other third sector organisations so that information could be passed on to residents prior to or during severe weather to reassure, inform and mobilise them.	Agreed.	We have agreed with our CVSF partners to share with them our communications in advance of and during winter so that they can deploy them within their own communities.	Completed	Completed but ongoing process

7	<p>There is a need to support local residents in being able to grit roads not on gritting routes. Gritting points should be established and marked where grit will be dropped off by the council when required. The panel felt investing in extra gritting bins would not be cost-effective.</p>	<p>Agreed - but with additional clarification that this will only take place where severe and prolonged snowfall is expected rather than for snowfall which is predicted to melt rapidly or is fairly light.</p>	<p>Additional grit bins in place where the requests met agreed criteria. Gritting points established where gaps exist, where most needed (e.g steep slopes) and where no grit bins are in place.</p>	<p>Grit bins increased by 50+. Grit drops took place during both snow events – mainly in steep colder areas and particularly as important transport nodes. List of grit drops, gritting routes & grit bins available on website. See attachment 1</p>	<p>Completed but grit drops not often used by local residents. Hippo bags available which will contain grit better but require major pre-planning and haulage so will only be used for very severe conditions</p>
8	<p>A new fleet of gritting vehicles is required and the panel support the agreed allocation of funds for this; in future vehicles should be replaced on a rolling-programme and more frequently than every 10 years. Adequate staff time should be given to research the best available vehicles.</p>	<p>Agreed. Market research into new gritting vehicles currently in progress. Due to research requirements and procurement timescales, not possible to have new vehicles in place by beginning of this winter season but work will proceed as quickly as possible. Any fleet replacement across the council should look at increasing the number of 4 wheel drive vehicles. Will also investigate purchase of a machine for pavement gritting.</p>	<p>Detailed market research undertaken in order to spend the money on the best vehicles for Brighton & Hove's terrain e.g. narrow streets, steep hills, high cambers and speed humps. Procurement in progress. Legal requirements for procurement mean that timescales can take up to several months. Can take up to 26 weeks for companies to build the gritter vehicles once ordered</p>	<p>Order in progress</p>	<p>Completed</p>

9	A covered salt barn at the Hollingdean Depot would be of benefit. This should be prioritised as part of any future upgrades to the Depot.	Agreed. Discussions regarding redevelopment for Hollingdean Depot are due to start soon and the winter service requirements are already logged for consideration. In the meantime, Network Management are exploring the possibility of utilising some space at one of West Sussex County Council's depot but salt would only be covered by tarpulin and would still therefore have a limited storage life.	Have investigated the possibility of temporary cover but even this is difficult within the confined space available. Also repairs to the walled area are required so not able to erect a temporary structure this season. Highways have discussed long term needs with surveyor and relevant depot coordinators.	Types of provision and estimates have been obtained but cannot be progressed until depot safety works are completed and long-term location for salt is identified. Additional salt stored at West and East Sussex and brought in as required before Christmas	Long-term aim. Additional salt stored at Shoreham Harbour
10	There should be investment in relatively inexpensive equipment such as shoe adaptors for priority council staff to enable them to work during severe snow events.	Managers of services that require staff to work outside in such conditions should include this in any business continuity reviews.		Investigated but options available not seen as particularly robust. However, all staff issued with relevant PPE for working on highway	Ongoing

Brighton & Hove Highways Winter Service Plan 2012-13

Structure

The Highways Winter Service Plan has been structured into two segments. Part A comprises of an overview of the essential services and information while Part B details the operational and record keeping aspects of the Plan.



Part A

Overview of Essential Services

1 Summary

This document provides detailed information about the council's highway winter service, specifically relating to public roads and pavements. It is worth noting that other agencies and council sections also have winter plans and policies which support their service objectives.

In cold weather conditions Brighton & Hove City Council provides a Highways winter service which endeavours to keep the traffic moving and to minimise delays and accidents. The priorities of the service are public safety and keeping the city moving.

The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove; it also aims keep to a minimum delays and accidents brought about by adverse weather conditions. Designated footways and cycleways are treated only in severe and prolonged snow conditions.

The service operates from 1 November until the end of March, 24 hours a day, 7 days a week and includes salt gritting the main network in advance of road frost, ice or snow and the provision of salt/grit bins at outlying ungritted roads. In prolonged snowfall, the service also includes snow ploughing and pavement clearance. The period may be extended on a day-to-day basis by the Head of Highway Operations in cases of severe cold weather continuing into April or starting earlier in October.

2 Winter Weather Conditions

Winter weather conditions which are managed are:

Snow – fairly rare, but it does cause great difficulties due to its infrequency, partial melts/refreezes, the topography of the city and the resources needed for clearance.

Ice – occurs when conditions are freezing and wet.

Hoar Frost – is formed from white ice crystals. We only deal with this when it forms on roads making them slippery. This should not be confused with low-level frost, such as the white frost that appears on car roofs or vegetation in the mornings.

Freezing rain – is rain which freezes as soon as it hits the road surface. This is a rare occurrence but difficult to treat because of the timings between rain washing off the treatment and the roads freezing. It also creates very hazardous conditions which may not be easily visible e.g. black ice.

3 The Highways Winter Service

3.1 Gritting

The Highways section provides a service for the public highway, carrying out gritting treatments on designated roads in advance or during and after ice/snow. In extreme conditions it also carries out pavement treatment on designated public thoroughfares. Grit bins and grit drops are provided for local self-help.

3.2 Routes

The priority is to keep major routes treated and passable. These are generally all the 'A' roads, most of the 'B' and 'C' roads and other roads of local importance, e.g. all bus routes. A total of 156 miles of main routes around the city will be treated if weather conditions require it.

The aim is to use the resources available to us as effectively as possible and bring the greatest benefit to the most utilised roads in our network.

There are four levels of routes which the Council will use depending on the severity of the weather conditions and the variables which can affect it. They are listed below in order of severity according to climatic zones and weather conditions:

3.2.1 Hilltop Routes (Level 1): The routes are mainly based in the northern hill top sides of Brighton and Hove where frost is more likely to form in marginal conditions.

3.2.2 Standard Routes (Level 2): This covers the main roads, bus routes, emergency service depots, hospitals, important commuter routes, most schools and shopping centres. These routes are commonly used for pre-salting and gritting before frost and icy conditions. These routes do not cover the warmest parts of the city.

3.2.3 Full Routes (Level 3): These are extended versions of the Standards Routes and cover more of the city's roads. These routes are commonly used in advance of snow or in extremely cold conditions if wet roads are likely to freeze where all of the city will be affected.

3.2.4 Priority Routes (Level 4): These are limited variations of the Full Routes. They are used when sustained snow or ice conditions are causing severe disruption and the routes need to be reduced to maintain the core of the city. When there is severe or sustained adverse weather conditions the gritting needs to occur more intensely on the most important routes in order to try and keep these roads operable. They include roads around the main hospitals and the

main arterial routes. These routes may also be employed if for any reason there is a reduction in available resources.

3.3 During periods of prolonged heavy snowfall pavements are cleared in priority order - main shopping areas and pedestrian routes first, followed by other important pavements and local shopping areas. This work will only be undertaken after the main carriageway routes have been cleared, due to resources.

Designated footways and cycleways are treated only in severe and prolonged snow conditions.

3.4 Treatments

Precautionary Salting - The application of salt to carriageways on priority routes usually in advance of frosty conditions (often referred to as spreading, gritting or pre-salting).

Where there is leakage of ground water from the roadside, it will be treated on a reactive basis.

Post-treatment – the application of ploughing, salt, a salt/grit mix or grit (sharp sand) to carriageways following snow and depending on the depth and severity of the snowfall.

3.5 Available alternative de-icers are regularly reviewed, particularly with a view to their use on structures and special paved areas. However, such alternatives are currently prohibitively expensive, would require different storage conditions and may also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C,

salt is used almost exclusively as the means of melting ice or snow on the highways (including structures and special paved areas). When conditions remain well below freezing, a salt/grit mix may be used to aid traction. This mix may also be used for trouble spots or extreme gradients. For extreme snowfall, pure grit may be spread to assist with traction.

- 3.6 The council is dependent on the national salt supply chain to replenish its stocks. Brighton & Hove has stored as much salt as it is able to do so in advance. The winter service plan will therefore be carried out to the best of our ability but also according to available resources and identified national and local priorities.

4 What The Council Does

4.1 Which Department in The Council Is In Charge of road gritting?

The Highways section within City Infrastructure in Brighton & Hove City Council are responsible for this Winter Service Plan and for providing the resources and equipment required for the majority of the public highway service during the Winter Service period.

This includes providing the salt and gritting materials, providing the vehicles, providing information to the contractors carrying out the work and operating the Winter Service 24/7 during the period.

In conjunction with the Highways section, Cityclean and Cityparks within City Infrastructure may also provide resources and equipment for hand clearance.

The Highways Winter Service is reliant on Winter Duty Managers (WDM) to perform the organisational and operational functions during the Winter Service Period, supported by the Head of Highway Operations.

4.2 Decision-making

The WDMs use the latest technology in weather forecasting/prediction to decide what is required to protect road users during cold weather. They will assess the weather forecast for a 24-hour period combined with local road temperature sensor data and other information such as from external sources (Met Office, Police) in order to decide what action is necessary.

The WDM instructs the depot co-ordinators and gritter drivers about which work needs to be carried out and when.

These duty managers are on standby during office hours, out of office hours, at weekends and during holiday periods such as Christmas and New Year.

Over a winter season, weather forecasts are approximately 90 percent accurate. Typically, this means that there are several days when a road frost or other freezing conditions are not forecast but will still occur. Similarly, there are some forecasts which predict ice and snow conditions which do not occur.

Winter Duty Managers are volunteers from within the Highway Operations section of Brighton & Hove City Council who all have regular day-to-day jobs. Winter duties are in addition to their normal roles so please be aware of this if awaiting a written response to queries.

4.3 Who Carries Out The Winter Gritting Work?

The Highways Winter Duty Manager carries out the decision-making and management of the service.

Highways work with City Clean as the Winter Service “Contractor” and as such Cityclean will provide the staff required to carry out the machine and manual spreading and ploughing operations. Part of this requires that City Clean drivers will maintain a 24-hour standby rota for all of the gritter driving whilst other Cityclean staff may be required to respond to a Winter Service event under the direction of the WDM and/or the Head Of Operations at Cityclean.

Highway contractors are also used for tasks such as filling up grit bins and for pavement clearance under the direction of the WDM. Cityparks staff may also assist with vehicle provision, grit drops and clearance in the event of heavy snowfall.

Provision of additional staff for manual winter tasks is dependent on what other duties may need to be carried out such as refuse collection.

Other sections of the council and other services (such as fire, police and NHS) will also have plans in place to deal with severe weather incidents. The Highways team consult on this winter service plan with other service providers to ensure that our highway gritting routes best suit their needs as much as is practicable.

4.4 Weather Forecasting

Brighton & Hove City Council has several key weather forecasting tools to help in predicting and deciding on action to be taken.

There are 4 weather forecast outstations situated in strategic locations across the city. These stations provide various information such as air and road surface temperatures, humidity and wind speed /direction. The information is retrieved remotely by computer and displayed as a minute-by-minute feed using a tailor-made IT system (the Ice Prediction System).

We also have a contract with the Met Office to provide the weather forecasting for the region. During the Winter Period twice daily forecasts are sent. Additional updates can be asked for by a Winter Duty Manager to confirm or track potential changes.

Thermal mapping has also been used for the purposes of establishing gritting routes and priority risk areas. Thermal mapping is able to indentify which sections of road are cooler or warmer than average due to the lie of the land, type of construction, traffic flows and other factors which can affect road temperature.

4.5 Communications

The Communications team will post regular updates on the Councils website informing of severe weather conditions, advice on self-help and on driving and movements across the city during extreme of adverse weather conditions.

5 What Do Other Agencies Do?

The Highways Agency is responsible for treating national routes including the A23, M23 and A27 trunk roads. They can be contacted on 0845 600 0414. What areas do the HA cover? A27, Brighton bypass, A23 north of the A27 Junction.

What areas does East Sussex County Council cover? Falmer and Saltdean border.

What areas does West Sussex County Council cover? Fishergate border, Devil's Dyke border.

5.1 Co-ordination with Neighbouring Highway Authorities

Highways Authorities will manage their own salting solutions within their own boundaries unless assistance is requested. In that event, level of assistance will be determined on a day-to-day basis. Due to concerns regarding liability issues, reciprocal treatment arrangements with other neighbouring Highways Authorities ceased in 2006-07. However, in the event of severe and prolonged snow or other business continuity issues the Head of Highway Operations will liaise with members of East and West Sussex County Councils.

6 What Can You Do To Help?

6.1 Self Help

You can apply table salt to paths, pavements and driveways. During frosty and icy conditions one tablespoon per square metre is generally all that is needed.

Salt/grit mixes can be used from over 400 locally placed salt/grit bins to apply to roads and pavements if necessary. This is best spread in a thin even layer, concentrating on the middle of the pavement or where wheel tracks will run on the road.

SHOVEL SWEEP SALT

In heavy snowfall, the best thing to do is to shovel, sweep, and salt.

Firstly, particularly if the snow is deep, and you've got a shovel, try to shovel it out of the way, into the gutter, or somewhere it won't cause a trip hazard. You can then sweep away the remaining residue, and apply salt onto the pavement.

It's worth bearing in mind that what we put in our grit bins is a mixture of salt and grit or pure grit during snowfall, but ordinary salt will usually work just as well, especially if the snow is cleared. All you need is household table salt, and really you don't need that much: usually one tablespoon will do a square metre. So you can use it sparingly. Grit can also work to give traction on icy surfaces.

Finally, if you are clearing snow, please don't use any water – boiling or otherwise. The problem with the water is that it can very quickly re-freeze, and leave an icy patch. The same is true for clearing you car windscreens; obviously water can leave icy patches on the road.

6.2 Driving Advice

Please remember to drive with caution during freezing weather. The Highway Code makes it clear that drivers should always drive according to the weather conditions. Before setting out on a wintry day you should:

- consider whether your journey is absolutely necessary
- if it is, check the local and national weather forecasts
- if driving, listen to your local or national radio stations for travel news
- Even if roads have been gritted, do not assume that they are free from ice and frost.

Please remember that we are not able to salt all roads.

Before setting off on a journey make sure you have

- Ice scraper and de-icer
- Warm clothes and a blanket
- First aid kit
- Torch and spare batteries
- Reflective warning sign
- Jump leads
- Food and a warm drink in a thermos flask
- And clear the snow from the bottom of your shoes and from the outside of your car.

When driving

- Remember it can take up to 10 times longer to stop in snow and ice
- Make gentle manoeuvres to remain in control
- Select second gear when pulling away to avoid wheel spin
- If hill climbing, try and avoid stopping on the hill. Try and leave lots of distance between you and the car in front. Try to keep at a constant speed and try to select the best gear before you get to the hill.
- When driving downhill, use engine braking by selecting lower gears. Leave plenty of room between you and the car in front.
- When using the brakes, use them gently. If you start to skid, take your foot off the brakes and reapply.

6.3 Walking Advice

When there are slippery and icy conditions it is vital to recognise the hazards of walking on these surfaces.

Tips:

- Don't wear shoes with smooth surfaces. Try putting stretch socks over your shoes to aid grip. You can also try spiked over-shoes, available from catalogues and via the internet.
- Be aware of the surface you are walking on. Don't try and run for a bus or run to cross a street.
- Use your arms to keep you balanced. Don't put your hands in your pockets when walking and avoid carrying heavy loads which could imbalance you.

- Try and remove as much snow as possible from the bottom of your shoes as you are walking.
- Walk “small”. Avoid a tall, erect marching walk.
- Just because a path has been cleared, do not assume it is free from ice and won’t be slippery.
- Assume all wet and dark areas on pavement are slippery and icy.
- Be careful when getting in and out of vehicles. Use the vehicle as support when getting in and out.
- Try and walk on grassed areas where possible as this gives better traction.
- Point your feet out slightly. Spreading your feet like this will increase your centre of gravity. Extend your arms to maintain balance and take short steps.
- If you are going to fall, try and fall on your side. Avoid falling on your knees, spine or trying to stop your fall by putting your arm out.
- If falling, try and relax your muscles. You will injure yourself less if you are relaxed.
- Watch where you are stepping and go SLOWLY!!!!!!

6.4 Salt/Grit Containers

There are over 400 salt/grit bins on the public highway throughout Brighton and Hove. These bins have been made available at sites which are not usually near a gritting route. The coldest areas of the city particularly on steep hills are our priority. The aim of the salt bins is self help for residents of Brighton and Hove to salt/grit an area which would not be on a gritting route.

(Housing and Social Inclusion also provide grit bins/grit for some areas of housing-owned land. For further information, please see Housing & Social Inclusion's Adverse Weather Policy)

Additional salt/grit will be placed in strategic locations across Brighton & Hove at the discretion of the Winter Duty Manager.

Compared to some other authorities, we supply a high quantity of salt/grit for the public, within what is a relatively small geographical area. This is because we recognise that Brighton & Hove is a mainly urban area built on hills. Hence the bins are supplied for steep areas usually hardest hit by snow and ice. However, provision of grit bins needs to be balanced against the capability to refill within a reasonable timescale, as well as available resources such as salt and grit.

It is not possible to supply any more grit bins on the highway. This is because it would take far too long to fill them quickly during extreme weather and with finite resources we cannot keep expanding the number of grit bins that we then need to service.

Following recent budget national and local budget constraints, it was agreed at Budget Council that a reduction in the winter service would mean grit bins are only filled **once** per year at the beginning of the season, except in severe circumstances. This means that even if grit bins are emptied during frosty or icy periods, they will not be refilled. **Grit bins will only be refilled during the winter months if heavy snowfall occurs.** In such circumstances, the contingency fund will be used to cover the additional costs of refilling the bins.

7.1 Brighton & Hove Council Equipment List:

- 7 gritters
- 7 ploughs for use with the gritters
- 6 hand spreaders used for footways and cycleways
- 1 machine pavement gritter
- We may also have access to 3 tractors in severe weather conditions
- We may also have the use of 3 JCB's in severe weather conditions

7.2 Salt Storage Capacity

The council has a contract in place for the supply of salt. This is delivered by boat from one of the two salt mines in the country direct to Shoreham Harbour. It is then stored at our Hollingdean Depot and the gritters load up and go out on their routes from here.

The average amount of salt used per winter is about 800 tonnes.

Brighton & Hove has limitations on how much the council can store in advance and must also balance purchase against lifespan/likely usage of the stock. As we have no options to increase salt storage within our boundaries, we have arranged with our contractor for additional storage at Shoreham Harbour.

8 Frequently Asked Questions

Why are salted roads sometimes still icy?

Despite the high level of service provided, no guarantee can be given that treated roads will always be completely clear of ice or snow.

This can be for various reasons.

- It takes time for the salt to become effective after roads are salted
- Rain and running water can wash salt off roads leaving them prone to re-icing.
- In severe cold weather (falling to and below -5°C) even salt will not prevent roads from icing.
- In heavy ice or snowfall, salt treatments are only effective on roads with heavy traffic.
- If freezing conditions follow rain, salting will normally start after the rain has stopped to avoid salt being washed away. Temperatures may fall by as much as 5°C per hour and the wet roads may well freeze before the gritter has been able to salt them.
- Dawn frost occurs on dry roads where early morning dew falls on cold road surfaces and freezes on impact. It is not possible to forecast with any accuracy where and when this may happen.
- When rain turns to snow during the rush hours, early salting is washed away and gritters are unable to make progress due to traffic congestion.
- There may be water on the highway due to a number of reasons. These could include a water mains leak or vehicles being washed and screens having water poured over them to melt the ice. These quantities of water will result in ice forming if the road surface temperature is below zero degrees. The council will treat major water leaks as soon as it is made aware but this obviously takes time after receiving reports.

- Over a season, weather forecasts are approximately 90 percent accurate. In most winters, this means that there are several days when a road frost is not forecast but will still occur

Treated roads can still therefore have icy patches and drivers should remain vigilant and aware of the need to drive with due care at all times, especially when road frosts or freezing temperatures follow rain.

Why are roads on the gritting routes not always clear during snowfall?

There are specific environmental factors that will reduce the effectiveness of salting/gritting and ploughing. This is particularly the case in areas outside the main city centre:

- Salt/grit needs to be tracked in by substantial vehicle or pedestrian traffic in order to work well and break down the layers of snow. Where roads (and pavements) do not have heavy traffic, they are more resistant to treatments. Generally salt will lie inert under heavy snowfall until the layers of snow are broken up enough for it to mix in and act as a de-icer.
- Roads in more outlying areas tend to get more snowfall as they are higher up.
- Roads further out from the city centre areas are generally much colder.
- Cars abandoned on junctions or badly parked will prevent the larger vehicles such as buses & gritters from getting through.
- Some roads are too narrow for the gritters when they have ploughs on.
- Ploughing opens up the road but tends to provide a narrower band of clearance so leaves less room for manoeuvre for larger vehicles such as buses as well as pushing the snow into the kerbside which can make bus stops harder to reach.
- Ploughing is not very effective over speed humps, steep junctions, pronounced cambers and crowned roads.

Grit or Salt?

Although most of us call it gritting there is in fact no grit involved in precautionary treatment. (Precautionary treatment is where we treat the roads in advance of frost, ice or snow). What we spread on the roads is rock salt taken from an underground mine in Cleveland.

It is more or less the same as the rock salt you would grind into your food, but of a size and composition for road use.

Grit (or sharp sand) is used as post-treatment on its own or in a mix with salt. (Post treatment is where we treat the roads during or after severe ice or snow). Grit aids traction and breaks down layers of ice and snow.

What does salting the roads do?

We spread salt onto the road. This works best when it goes into a solution, which is why we rely on the tyres of cars passing over the top of it to crush the salt onto the road. This then forms a solution with a higher de-icing capability.

Water freezes at 0°C, but salt stops water from freezing until -6°C to -8°C. So the salt solution means the snow or ice will freeze less or melt quicker.

In theory, salt has the potential to melt snow at temperatures as low as -20° C but is not a very efficient treatment in extreme cold. Salt starts to become much less effective as temperatures drop to round minus 5°C and almost ineffective at lower temperatures. As a result, its use becomes practically, economically and environmentally difficult. In heavy snowfall, especially on roads with no heavy traffic, salt will not make much difference.

In extremely low temperatures, or heavy snowfall, a mix of salt and grit or pure grit may be used to aid traction and to break down compacted layers of snow and ice. Ploughing is also used if the depth of snow allows this but cannot clear away all of the snow (e.g. around speed humps)

When and how do you salt the roads?

We salt the roads to prevent icy conditions when we are expecting ice or snow. Each route is planned to achieve a maximum of three and a half hour response time from leaving the depot to completing the route prior to ice forming.

Which areas of the city are salted?

Salting depends on how severe the weather conditions are. It may be necessary to salt the coldest areas only or alternatively to salt all main routes. Under severe conditions resources are focused according to priorities on identified gritting routes. Decisions are based on the following priorities:

- 1) primary roads (all 'A' roads), hospital, ambulance and other emergency service areas
- 2) the majority of 'B' roads
- 3) other important roads (bus routes)

ROAD CLOSURES - It is our policy to work with the Police in closing roads. This may include where:

- roads become impassable
- road conditions become hazardous

However we do not generally tend to close roads during winter weather. This is because not all roads are treated and because in heavy snowfall even treated roads may still have snow/ice on them. It would not be feasible to close all these roads. Motorists are advised to drive with caution on all city roads during cold winter weather.

Why don't you salt the pavements?

We have over 1,100 km (687 miles) of pavement in the city. Many pavements are too narrow to be salted by machine. We do, however, place salt/grit bins at locations across the city for anyone to make use of and we will clear snow away after prolonged heavy snowfall (in order of priority).

As with roads, salting pavements is only effective if there is heavy footfall to help the treatment work. So we clear most pavements only after snowfall. We have identified Priority 1 and 2 pavements, which are where the greatest number of people will be using central or local services. If we get enough warning from the forecast, we may pre-salt the city centre pavements in advance of snow because we know there will be enough footfall to help this treatment work.

Pavement clearance is a lengthy labour-intensive task by hand spreading, so operationally and practically this work requires a high level of resources. We have a pavement gritter which is faster but still requires time and resources to operate, including regular refills. The ice or snow may melt during the day of its own accord. Therefore the Duty Manager must decide on priorities, how heavy the snowfall is and when the snow may be likely to clear naturally due to improved weather conditions as well as when clearance will be most effective (e.g. in heavy and continuous snowfall, clearance may need to wait until it stops because all efforts would be immediately covered over again).

Snow that has compacted into ice, or has partially melted and then re-frozen is extremely difficult to clear either by hand or by machine. We can only get round a certain number of pavements with the staff and time that we have. This is why we encourage people to help clear snow from pavements whilst it is still fresh, where possible and if they are able to do so.

What are salt/grit bins for?

Salt bins are provided at over 400 locations in the city, often on steep road junctions or hills. They are not usually placed on major salting routes or in flatter, warmer areas of the city. They are there for anyone to make use of in icy weather.

How do I ask for a salt/grit bin refill?

Please email gritbinrequest@brighton-hove.gov.uk or complete our online application, stating the exact location of the bin.

Due to budget constraints, grit bins will only be filled once at the beginning of the winter season unless we have a severe snow event.

During severe weather we batch up all the requests for grit bin refills and then make a decision on when to refill depending on amount of requests, geographical proximity, available resources and forecasted weather conditions.

Please note that no new grit bins will be supplied on the public highway. This is because we have now reached the limit of what we can sensibly and practicably keep supplied. To request the removal or relocation of an existing bin only, please e-mail gritbinrequest@brighton-hove.gov.uk

What can I do to help?

You can apply salt to paths, pavements and driveways or “Shovel, Sweep and Salt”.

Part B

Operation and Record Keeping

9 Introduction

This document aims to set out in one plan sufficient detail to inform anyone involved in the management of the Winter Service of current Procedures and requirements. The Winter Service plan is also known as the "White Book".

The information contained in the White Book is generally in accordance with the Local Authorities Association's Code of Good Practice for Highway Maintenance and associated local and national government Winter Reviews. A commentary on each of the Code's recommendations is made in **Appendix X**, showing how Brighton & Hove City Council's Winter Service Plan accords with these recommendations.

Appendix X

10 Objective

The Railways & Transport Act 2003: Section 111 – Highways, Snow & Ice, amends the Highway Act to give local authorities a duty, as far as in reasonably practicable, to ensure that the safe passage along a highway is not endangered by snow and ice.

The Traffic Management Act 2004 places a network management duty on the local authority to secure the expeditious movement of all users.

The objective is to provide a winter service, which will permit, as far as is reasonably possible, the safe movement of traffic on designated roads throughout Brighton and Hove and to keep to a minimum delays and

accidents brought about by adverse weather conditions. Designated footways and cycleways are salted only in severe and prolonged snow conditions.

11 Definitions

11.1 Winter Service Period

The winter period shall be from 1 November each year to 31st March the following year. The period may be extended on a day-to-day basis by the Head of Highway Operations in cases of severe cold weather continuing into April or starting in October.

11.2 Precautionary Salting

The application of salt to carriageways on priority routes usually in advance of frosty conditions (often referred to as spreading, gritting or pre-salting).

11.2.1 Hilltops Routes

Two routes salted on marginal occasions where frost is liable to form on hilltops and in known frost hollows furthest from the influence of the sea. The routes usually take approximately 1½ hours each to complete.

11.2.2 Standard Routes

The most frequently instructed routes but do not cover the warmest areas identified by thermal mapping. Six routes cover main road, bus routes, emergency service depots, main hospitals, important

commuter routes, large schools and shopping centres. The routes usually take approximately 2½ hours to complete.

11.2.3 Full Routes

An extension of each standard route to cover the warmest areas, usually instructed when a wet road is liable to freeze or in advance of snow. The routes usually take up to 3½ hours to complete unless it is snowing.

11.2.4 The routes are defined as pace notes with plans and are kept in the Out of Hours office at Hollingdean Depot. These are summarised in **Appendix B**. Copies of the notes are also kept on the shared Highways Drive >Winter Service Plan 2012-13.

Appendix B

11.2.5 Where there is leakage of ground water from the roadside, it will be treated on a reactive basis.

11.3 Ploughing

The removal of snow by means of a plough blade attached to a spreader or such other vehicle as may be agreed by the Client, Highway Operations, Brighton & Hove City Council.

11.4 Highway Winter Service Provider (Client)

The client service provider is the Highways team, City Infrastructure Brighton & Hove City Council.

11.5 Winter Service Contractor – WSC

The in-house service provider for waste management (Cityclean) provides the drivers and other operatives for the Winter Service. For the sole purpose of clarity, they are referred to as the Winter Service Contractor (WSC) in this plan. The co-ordination of drivers at the Depot will be carried out by the Emergency Out of Hours' Officers, reporting to the Head of Highway Operations. For the purposes of this document, the Out of Hours Officers will also be referred to as the WSC, receiving and carrying out instructions from the Winter Duty Managers or the Head of Highway Operations (the Client).

In daytime hours or in extreme conditions, the drivers and depot co-ordinators will be managed on site by the WDM supported by the Head of Highway Operations.

11.6 Winter Duty Manager - WDM

The Duty Officer is employed by the client and the duties are shown in paragraph 5.2. Although the duties are rotated, whoever holds the winter maintenance mobile phone is on duty and is known as OSCAR 5. Details of the rota and contact numbers are in **Appendix E**.

Appendix E

12 The Client's Role

12.1 The Client will be responsible for: -

- instructing the contractor
- providing salt
- providing the spreaders and ploughs and their maintenance requirements.
- providing route information and updates where necessary.

The Client will operate a round the clock service for the Winter Service period.

12.2 Winter Duty Manager (WDM)

12.2.1 The functions of the WDM will be: -

- to receive and record daily weather forecast including updates
- to decide what action is required and when
- to inform the Emergency Out of Hours' officer of every decision
- to instruct the WSC in reasonable time to enable the action to be fulfilled

Appendix H

- storage of information.
- responding to public queries and reports
- ensure that decisions are also communicated to Cityclean and Cityparks relevant staff such as the Operations Managers and Contact Centre.
- responding to and recording decision based on police (or other agency) information or requests.
- liaising with relevant services such as the bus company
- organising information gathering around the city e.g. drive-arounds by highway staff
- liaising with the Head of Highway Operations regarding the communication strategy via the website, Press Office and to councillors and other agencies

Records should be kept on the form detailed in **Appendix S**.

Appendix S

- 12.2.2 The starting time will be determined by the Client and may need to be varied due to prevailing weather conditions. The starting time is the time the spreader leaves the depot. The finish time is the time the spreader returns to the depot.

13 The WSC (Winter Service Contractor)'s Role

13.1 Stand-by Rota

Throughout the Winter Service Period, the WSC in partnership with the Client shall organise and maintain a 24 hour stand-by rota for spreader drivers, fitters and other operatives who will be involved in the spreading operations and they shall be contactable by telephone.

The rota shall show the names and telephone number of personnel and shall be given to the WDM before the season starts. See **Appendix F**.

Appendix F

13.2 Response Time

On receipt of an instruction from the Client the WSC personnel required to carry out spreading shall report to the depot in sufficient time to load the spreaders to enable them to leave at the time specified by the Client.

13.3 Spreaders and Loading Equipment

- a) The WSC will be provided with seven spreaders - 6 for routes and one spare. 7 ploughs are provided for use in the event of major snow fall. See **Appendix C**.

Appendix C

- b) The WSC will provide the vehicle washing facilities. The loading equipment will be organised by the Client, but used and maintained by the WSC.
- c) The spreaders shall be driven at the speed recommended by the manufacturer to achieve the rate of spread of salt specified by the Client.
- d) Vehicle and electronic equipment – WSC to ensure that drivers always use equipment in accordance with the instructions manual in **Appendix V**. Technical breakdowns must be reported to the Client officer immediately. A check should be made of the vehicle before a route is started.

Appendix V

13.4 Handwork in the Event of Snow

Cityclean & Cityparks Operations Managers will be asked if they can provide sufficient labour and plant for handspreading of salt/grit in the event of severe snowfall and as directed by the WDM. Contractors may also be used at the agreed rates during a snow event.

Appendix L

13.5 Personnel

Drivers

- i) The WSC shall provide sufficient personnel to enable all the vehicles listed in **Appendix C** to be capable of simultaneous operation. All personnel will be adequately trained for winter duties. Training shall be to City & Guilds 6159 and will cover operation of the prime

movers spreaders and ploughs. If necessary, for 24 hours continuous operation the WSC shall provide additional personnel required by the Client.

Before the winter period, any spreader driver who is not familiar with the routes will be required to report to the Depot Co-ordinators for familiarisation with at least one standard route.

Appendix C

Appendix A

- ii) Also, before the winter period the client shall employ sufficient WSC staff to test the spreaders and ploughs. The WSC shall report back all defects and problems so the Client can effect repairs before the Winter Service Period begins. This is called Operation Snowdrop.

Appendix O

- iii) The WSC is responsible for the health, safety and welfare of the labour force.

13.6 Spreader Driver's Mate

The WSC shall be asked to provide personnel to accompany spreader drivers during snow-ploughing operations. This may require doubling up from the drivers' rota or use of Cityclean's other operatives if agreed with the Head of Operations at Cityclean. Training for plough mates will be organised by the Client prior at the start of the winter season.

13.7 Driving Hours

The provision of drivers' hours is a matter for the Winter Service Contractor and it is also the Contractor's responsibility to ensure that the drivers comply with the appropriate laws governing driver hours etc. Where this has an impact on Cityclean operations, the Winter Service budget will pay any costs associated with relief agency cover. During extreme snow events, the WDM will calculate drivers' hours and arrange a relief rota as necessary.

13.8 Records

The WSC completes the Winter Service Action report for each instruction received and ensures that any necessary remarks by the drivers are recorded and that the driver signs and dates the report upon return to the depot. The WSC returns the Action Reports daily to the Head of Highway Operations. See **Appendix H**.

Appendix H

13.9 Breakdowns

In the event of a breakdown the WSC will contact the Spreader Maintenance fitter directly. See **Appendix G**.

Appendix G

- 13.10 The WSC is responsible for refuelling the spreaders. Refuelling will mainly be carried out at Hollingdean Depot but should fuelling need to take place at a garage, the WSC is responsible for passing the

receipts to the Head of Highway Operations. Fuel cards are kept on each spreader key ring.

14 Operations

14.1 Pre-Salting

14.1.1 All routes to be pre-salted shall accord with the Client's current objective.

14.1.2 Salting Procedures shall take the following into account: -

i) Weather forecast

ii) Timing

iii) Rates of spread

iv) Previous action

14.1.3 In general, the spread rates will start at 10g/m² for pre-salting and up to 40g/m² in advance of snow.

14.1.4 Brighton & Hove City Council's waste management section, City Clean, or other council sections may contact the WDM for help with pre-salting or snow clearance on refuse routes that are not on the usual gritting routes. The WDM will make the final decision on whether this work can be carried out, based on citywide needs, driver availability,

salt stock, future forecasts and other priority factors that may need resources to be directed elsewhere. Any additional gritting decisions must be recorded by the WDM on the relevant form at **Appendix S** including reasons for the decision.

Appendix S

14.2 Snow Clearance - Carriageways

- 14.2.1 At the onset of snow, the Head of Highway Operations or the WDM can instruct the highway teams (Highway Inspectors, Network Co-ordination, Parking Infrastructure and/or Highway Enforcement) to gather information about the overall situation in areas of the city. This information is to be fed back to WDM by 1000 hrs on the first morning and a current situation report at the same time each day thereafter or more frequently if instructed by the WDM.
- 14.2.2 When heavy snow is forecast, at the direction of the WDM, the ploughs will be fitted to spreaders in readiness for use.
- 14.2.3 If precautionary salting has been carried out, ploughing will usually commence when the depth of snow exceeds 30 mm. A mix of salt and grit may be used in any salting operation during ploughing. Vehicles must retain some salt/grit load in the back of the vehicle to ensure sufficient weight when ploughing.

- 14.2.4 If precautionary salting has not been carried out, snow will be salted (or salt/grit spread) until the depth of snow exceeds 30 mm when ploughing will usually commence.
- 14.2.5 Section 67 of the Road Traffic Regulation Act 1984 gives police the authority to place road closure signs and close any road in extraordinary circumstances. In the event of a road becoming blocked with snow or dangerous due to ice, the WDM in association with Sussex Police may close that road temporarily to facilitate clearance.

For prolonged closure the Police may ask the Highway Authority to formally close that road with an Emergency Notice and then the Highway Authority will arrange appropriate signage.

14.3 Snow Clearance - Footways

- 14.3.1 Snow clearance of footways will only be carried out during severe and prolonged snow events. Town centre and main pedestrian routes are to be cleared first. Private shopping precincts and private forecourts are not to be treated. Use of salt/grit will be at the decision of the WDM or Head of Highway Operations. The decision regarding operational staff to clear snow will be made by the Heads of Operations of City Clean and Cityparks.

Attention is then given to important linking footway and local shopping areas. In the last phase residential footways may be tackled but only with the prior consent of the Head

of Delivery, City Infrastructure or Head of Highway Operations. Footway clearance is a lengthy labour-intensive task and therefore the WDM must decide on priorities and when the snow may be likely to clear naturally due to improved weather conditions. See **Appendix M**.

Appendix M

14.4 Snow Clearance - Night-time working

Night-time working is only permitted in highest priority areas e.g., main roads and town centre footways where deemed necessary by the WDM.

14.5 Snow Clearance - Provision of Labour and Payment Thereof

- 14.5.1 Before winter the Client is to approach its contractors to see if they would be willing to help in snow clearance. This is to identify the number of men available, plant, unit rates, communication arrangements, hire procedures and ability/previous experience in working on the highway. An annual register of snow clearance organisations is to be compiled by Client. If required for snow clearance, organisations on the register are to be approached before contact is made with any other organisations. See **Appendix L**.

Appendix L

- 14.5.2 Only the WDM or Head of Highway Operations can instruct snow clearance contractors. Uninstructed work will not be paid for.

15 Weather Forecasting

15.1 The forecast outstations are situated on:

- the A270 Old Shoreham Road at the junction with Hangleton Link Road
- Bexhill Road, Woodingdean
- The Fiveways junction
- Saddlescombe Road

The forecast outstations are equipped with sensors to monitor air and road surface temperatures, precipitation, humidity, road surface conditions and residual salt on the road surface, wind speed and direction. Data from the forecast outstations is retrieved remotely by computer.

Appendix Q

- 15.2 Thermal mapping was used to identify sections of road which are cooler or warmer than average due to topography, type of construction, traffic flows and other factors affecting road surface temperature. This information was utilised for the initial route planning.

- 15.3 A Weather Forecasting Centre provides daily forecasts via an Ice Prediction System during the months November - March inclusive. Forecasts will be available by 1400hrs each day. During October and April a general forecast is provided but the service can be extended by authorisation of the Head of Highway Operations to provide more detailed forecasts if required.
- 15.4 An outline of the current Ice Prediction System is given in **Appendix J**. Detailed information on access and use is contained in its User Manual.

Appendix J

- 15.5 The forecast will consist of the following elements;
- i) A 'General Forecast' for Brighton and Hove for the following 24 hours;
 - ii) 'Site Specific' temperature forecast for the outstations together with a written text forecast.
 - iii) Morning Updates issued at around 8am each day, giving a résumé of the previous night's weather, and an indication of likely conditions for the coming night;
 - iv) 2-5 day forecasts are also provided to show the expected trend in the weather. However, as weather patterns can change very rapidly it is unlikely that decisions to commit major resources can be made until much closer to the expected weather event.

- 15.6 The WDM will print out a copy of the weather forecast at the time of making their decision and ensure that this copy is safely filed.
- 15.7 Updates will be made as necessary by the Weather Forecasting Centre and the WDM will be telephoned by the Centre if they deem it necessary. Should the WDM need to change the decision, they will inform the contractor (WSC) immediately.
- 15.8 Outside of the Winter Service season, severe weather warnings are received by the Civil Contingencies Office and will be acted upon accordingly.
- 15.9 Details of condition indicator system for 'Road Danger Warnings' plus other weather information are given in **Appendix I**.

Appendix I

- 15.10 If for any reason the weather forecast is unavailable, precautionary salting is to be carried out when falling air or road temperatures reach +1°, provided the prevailing humidity, residual salt and cloud cover warrant that decision.

16 Communications

16.1 The communications available between the WDM & WSC are e-mail, telephone and fax. Communication between the WSC and its spreader drivers are the WSC's responsibility and shall be maintained at all times. Mobile phones are provided to all drivers.

16.1.1 Telephones - **Appendix K** contains the mobile and home telephone numbers of persons who could be involved in the winter service.

Appendix K

16.1.2 Fax - also shown in **Appendix K** are fax numbers which may be useful during emergency situations. It is possible that the fax machine may not be manned out of normal working hours and an immediate response may not be made.

16.1.3 During periods of adverse winter weather conditions, the WDM may send a colleague to the Police Control Room in John Street, Brighton to ensure the latest information on road conditions is co-ordinated between the two Authorities. The WDM remains in control. The council's traffic control room may also be used for joint working such as with a representative from the bus companies.

16.2 The Communications Team

The Communications team will provide:

- Regular internal updates during periods of severe weather via The Wave and BHCC website. Emails will also be issued to managers to cascade to their teams.

- Preparation for Heads of Service to cascade information via the councils external email portal. Can be used from any computer with online access.
- Implementation of an hourly service and advice updates to print radio and television news desks.
- Use of social media, such as Facebook, Twitter and YouTube to provide frequent updates to residents of Brighton & Hove.
- Provide a Highways Winter Service Special in the autumn edition of City News or other local media.
- Provide clear legal advice regarding liability for clearing snow from the pavement.
- Shovel, Sweep, Salt message to be widely publicised.
- Discussions with the CVSF and other third party organisations so that information can be passed onto residents prior to or during severe weather to reassure, inform and mobilise them.

17 Co-ordinating with Neighbouring Highway Authorities

- 17.1 Reciprocal salting arrangements ceased in 06-07 due to nationwide concerns regarding liability issues. BHCC will take responsibility for the notice of closure at Old Boat Corner if directed by ESCC WDM.
- 17.2 In the event of snow, clearance will be managed by each HA within its own boundaries, unless the Duty Officers of each authority agree on a day to day basis to assist each other.

Appendix S

- 17.3 In the event of severe and prolonged snow or other business continuity issues, the Head of Highway Operations will liaise with counterparts in

East and West Sussex as required and with BHCC's Civil Contingencies Officers.

18 Salt

- 18.1 Salt (Sodium Chloride) will melt ice and snow at temperatures as low as minus 21°C. However, salt starts to become much less effective at temperatures dropping to minus 5°C and almost ineffective at lower temperatures especially in heavy snowfall. As a result, its use becomes practically, economically and environmentally infeasible.
- 18.2 Available alternative de-icers are regularly reviewed, particularly with a view to their use on structures and special paved areas. However, such alternatives are currently prohibitively expensive and also have their own environmental disadvantages. Therefore, as the temperature seldom falls below minus 5°C, salt is used almost exclusively as the means of melting ice or snow on the highways (including structures and special paved areas). For trouble spots or extreme gradients, grit may be spread to assist with traction.
- 18.3 The salt currently in use is Crystalline Rock Salt complying with BS3247: 1991 Table 1. It is 6mm nominal size (Fine Grade). See **Appendix C** for current maximum stock allowed and method of procurement.

Appendix C

- 18.4 In extremely low temperatures, or heavy snowfall, a mix of salt and grit, or pure grit, may be used to aid traction.

19 Salt/Grit Containers

- 19.1 A mixture of salt/grit is stored in bins at various roadside sites throughout Brighton and Hove as a self help for residents.
- 19.2 The general principles for providing a bin are as follows: -
- 19.2.1 Bins would not normally be situated on spreader routes unless there was considered to be a special need.
 - 19.2.2 Hills, steep junctions and places where water can seep across the carriageway are general siting considerations.
- 19.3 Location of salt/grit containers are shown in **Appendix N**. Currently there are over 400 bins throughout the City.

Appendix N

- 19.4 Certain organisations such as police, fire, schools, may collect small quantities of salt from Hollingdean Depot for use around their premises. Authorisation for this must come from the WDM, and visitors must adhere to risk assessment procedures for collecting salt, shown in **Appendix R**.

Appendix R

20 Budget

- 20.1 The budget originally allowed for precautionary salting of the Standard Routes 30 times per winter plus a two day snow event. For the last four years, with a shift in the type of weather experienced on the south-east coast, the amount of precautionary salting and the length of snow events has exceeded the original calculations. The budget has been reduced for 2012-13 as part of local savings in the current economic climate.
- 20.2 All costs incurred in Winter Service should be charged to the winter service budget which is administered centrally by the Client.
- 20.3 **Appendix P** indicates how any costs should be allocated.

Appendix P

- 20.4 Any under spend of the Highways Winter Service budget is added to the Corporate Contingency Fund and is carried forward to cover additional costs as a result of severe cold weather events and for any extraordinary requirements for the service such as technical/vehicular support.

A major snow period across the entire city lasting up to 5 days could utilise much of this contingency fund in covering the additional ongoing costs of operatives, fuel, vehicle maintenance and contractor work required to run such a major operation. During a serious snow event or an extraordinarily cold winter it has been necessary to draw down from this fund, and amounts have been

drawn down in 2006-07, 2008-09, 2009-10, and 2010-11 for precisely this reason. If the fund falls below £250,000 it may be topped up by the council at the year end, should funds be available.

21 Health and Safety

- 21.1 It is particularly important that Health and Safety precautions are strictly observed by the Winter Service Contractor during pre-salting and snow clearing operations. At these times road conditions are likely to be very poor with additionally poor visibility and weather. Risk assessments and work instructions are issued to all personnel at the start of the winter season.

Appendix V

- 21.2 If a spreader is overdue to return to the depot or contact is lost, the WSC shall be responsible for re-establishing contacts or instigating a search. The WSC can request the WDM to interrogate the tracking system if necessary.

22 Performance and Monitoring

22.1 The Contractor is required to provide data relating to the execution of salting and salt used during winter maintenance to the WDM to permit the monitoring of winter service operations.

22.2 The Salt Monitoring spreadsheet must be maintained by the WDM throughout the season, detailing amount used in each 24 hour period and any tonnage delivered. This is available on the shared drive and should be completed by the WDM on duty each week. **Appendix H**

22.3 "Well Maintained Highways – A Code of Good Practice 2005", with updates, sets Standards and Performance Indicators for Winter Service activities. These are given in Appendix T. Suggested targets for these indicators have been set out by the Audit Commission and also appear in **Appendix T**.

Appendix T

23 Business Continuity/Emergency Events

23.1 The usual rota for gritter drivers are 6 on shift per week. The rota utilises 2 shifts, each shift being off duty one week then on duty the next week. There are 21 members of staff trained to operate gritters. In reduced staffing conditions, drivers may be asked to be on shift for 2 weeks at a time. Additional drivers were trained in 2012 but will have much less experience of the actual routes than the drivers on shift. Familiarisation training will be organised at the start of the winter season for newer drivers.

23.2 Drivers' hours' legislation must be observed unless there is a compelling emergency reason to override these. If necessary, the

service will be reduced to emergency main routes only already identified and documented in partnership with the emergency services. Depending on the length of time that this situation continues, press communication must be given out to the public to notify of potential reduced safety compared to normal gritting routes.

- 23.3 In a major snow event, a Winter Duty Manager will go as soon as practicable to the Depot and assist the Co-ordinators in overseeing the service operation. This will ensure that decisions can be made on the ground in real-time.
- 23.4 If it is not possible to treat the usual routes, either due to heavy snowfall, staff shortages or other major event, a priority network has been agreed with the emergency services and bus company. The priority emergency route list can be found at **Appendix B** (Spreader Route Information)

Appendix B

- 23.5 Communication to the public and other agencies will be co-ordinated via the Communications team and Civil Contingencies office.

Communications to members, the communications team and Strategic Leadership Board will be co-ordinated by the Head of Highway Operations.

Operational communications – e.g. to the bus company – will be co-ordinated by the WDM.

White Book Updates will be made as required and each update will be incorporated into the annual winter service plan. Any updates made during the winter season will be recorded on an update form (a copy of which is included in **Appendix Y**.)

Appendix Y

Salting routes will be reviewed before each winter period to take account of network and bus route changes as well as partner agencies' priorities where practicable.

The Highways team are continually working with the Civil Contingencies Team and the Sussex Resilience Forum to maintain and update the adverse weather plans.

25 Distribution List

A list showing holders of the White Book is shown in **Appendix Z**.

Appendix Z

26 Appendices

A list of Appendices is shown at the commencement of the Appendix Section.

Subject:	Old Town Transport Plan		
Date of Meeting:	2 October 2012		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Tom Campbell	Tel: 29-3328
	Email:	Tom.Campbell@brighton-hove.gov.uk	
Ward(s) affected:	Regency		

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

- 1.1 The Old Town is the area situated between North Street, West Street, East Street, and the seafront. It forms the historic core of Brighton, but its development around centuries-old street layouts mean that the area is not ideal for motorised traffic. Over the decades the amount of traffic has continually increased with the result that the current volume of traffic detracts from the character of the area.
- 1.2 This report recommends traffic management improvements in the Old Town that seek to reduce the volume of traffic in the area whilst retaining access for those that require it.

2. RECOMMENDATIONS:

- 2.1 That Officers are authorised to advertise the relevant Traffic Regulation Orders.
- 2.2 That Officers are requested to implement the Old Town Transport Plan as detailed in the report.
- 2.3 That Officers are requested to investigate the feasibility of further improvements to traffic flow and loading arrangements in the Old Town.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Old Town Transport Plan is a continuation of the council's Walking Network programme.
- 3.2 The proposal for a Walking Network was initially agreed by Policy & Resources Committee as part of a package of capital schemes in the previous Local Transport Plan 2006/7-2010/11.
- 3.3 The first phase focussed on King's Road between Middle Street and Black Lion Street and was implemented in early 2009. The second phase involved closing

the southern end of East Street to traffic and installing a new pedestrian crossing across the A259. It was implemented in Spring 2012.

- 3.4 In September 2009 Cabinet approved *‘the commencement of feasibility, design and consultation of a Phase 3 which will examine the potential of further measures in the East Street area.’* Through early feasibility work it became apparent that any changes to traffic management in East Street would have significant implications for the surrounding area. Therefore it was felt that the scheme needed to consider traffic management in the Old Town as a whole.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Two traffic management options were put forward for public consultation. Both involved closing the junction of Ship Street and North Street to reduce levels of through traffic. Option A involved restricting all motor vehicles other than those which legitimately required access from entering the Old Town. Option B retained the right for all traffic to enter the area but used traffic management changes to reduce the amount of traffic that would use the area. A ‘do nothing’ option was also available.
- 4.2 A copy of the consultation material is attached as Appendix 1.
- 4.3 A public consultation on the plans was carried out from 14th June until 27th July 2012. Information leaflets and questionnaires were mailed to 2436 property addresses. 1436 of these were in the local area. As the area is important for its historic character, a further 1000 consultation packs were sent to random city-wide addresses.
- 4.4 Two public exhibitions were held in the local area at:
- Friends Meeting House, Ship Street, Thursday 14 June, 12 noon-8pm and Saturday 16 June, 9am to 5pm
 - Bartholomew House, Bartholomew Square, Thursday 28 June, 8.45am to 4.45pm
- 4.5 The consultation was also advertised on the BHCC’s website and Twitter feed. It was featured on BBC TV news, BBC radio and in the Evening Argus, where it was the most popular story on the Argus website for 2 days. Stakeholder groups were also sent information.
- 4.6 565 responses were received, 197 of these (35%) were received on-line through the council’s consultation portal and 368 (65%) were survey forms returned by mail or collected at public exhibitions.
- 4.7 Response rate from the mailing was approximately 16.5% which is an average response rate for a consultation. 17% of the total number of respondents were residents of the Old Town.
- 4.8 Consultation Results
The main findings of the consultation were:

- 66% were in favour of a traffic improvement scheme (either Option A or Option B)
- Amongst businesses 50% favoured a traffic improvement scheme and 50% wanted no change.
- Amongst residents of the Old Town, 55% wanted a new scheme.
- Of the 2 options, Option A (45%) was more popular than Option B (21%).
- In general people would like vehicular access (for those with legitimate reason to enter the area) to be permitted at all times. If there were to be a timed restriction the most popular times to ban cars were during the middle of the day.
- The majority of respondents favoured the closure of Boyce's Street to traffic.

4.9 The full consultation report is attached as Appendix 2.

4.10 The Old Town Transport Plan proposals

In light of the consultation results it is recommended that officers are requested to proceed with the scheme outlined below. A plan of the proposed scheme is attached as Appendix 3.

4.11 It is recommended that the junction of Ship Street and North Street is closed to vehicles.

4.12 Access to the Old Town will be via Middle Street and Black Lion Street.

4.13 East Street

During consultation requests were received from a number of businesses on East Street for a full closure of the street to traffic during part of the day. Local businesses feel that creating a traffic-free street will improve the character of the street, which will in turn increase footfall and benefit their businesses.

4.14 Currently a number of licensed businesses on East Street are subject to conditions around the time at which they can remove waste to avoid disturbance to neighbours. If a timed closure were introduced this would reduce the time window in which they could remove waste and issues arising from this may need to be considered.

4.15 It is recommended that East Street (between Kings Road and Bartholomews) is closed to all vehicles between 11am and 7pm daily.

4.16 Boyce's Street

As noted earlier 67% of respondents favoured the closure of Boyce's Street to traffic. A petition was also received from a number of businesses and residents of the road requesting the street be pedestrianised. Middle Street School were a signatory of the petition and it is considered that closing Boyce's Street would improve safety for pupils of the school.

4.17 Closing Boyce's street was opposed by the owner of one business and three properties on the street.

4.18 During consultation a number of consultees expressed concern about the closure of Boyce's Street due to its use as an exit point for vehicles in Middle Street. Middle Street has a number of off-road car parks and on-street parking spaces,

most of whom will use Boyces Street to exit the area. The taxi trade also consider it an important route for taxis to exit the Old Town from Middle Street and to avoid the congestion of Kings Road and West Street.

- 4.19 Traffic counts carried out on Friday 25 May 2012 show that at peak times 38 vehicles an hour used Boyce's Street.
- 4.20 Boyce's Street currently suffers from a high level of crime and anti-social behaviour. The Police and the Council Licensing Team expressed concerns about the closure of Boyce's Street to traffic and would not support any licences for outdoor seating in the area.
- 4.21 There are 5 off-road parking spaces on Boyce's Street. Access for these would need to be retained. Access for deliveries to the businesses (particularly the 2 pubs and the tattoo parlour) would need to be retained.
- 4.22 Although outdoor seating will not be possible and some vehicle movements will still be necessary, reducing through traffic will provide significant safety benefits for the users of Middle Street School and allow the unsightly guard railing to be removed. It is therefore recommended that Boyce's Street is closed to through traffic with vehicular access restricted only to residents and businesses of Boyce's Street.
- 4.23 Prince Albert Street
The closure of Prince Albert Street between Ship Street and Black Lion Street was included as a proposal in Option B. It is recommended that this element should be progressed as it would create an area of vehicle-free road space with minimum implications for the wider Old Town area.
- 4.24 Taxis
Taxis will be permitted to pass the 'access only' restrictions and continue to be able to access the Old Town (except for East Street during its proposed hours of full closure).
- 4.25 Sussex Police have noted that at night *'the area at the southern end of East Street is heavily populated with licensed premises and there are ongoing issues with noise and taxis blocking the road.'* They have suggested that a taxi rank is installed on East Street immediately north of the junction with King's Road. In the view of the police this would *'allow customers of the bars and clubs to quickly be dropped off or picked up without blocking the road and minimising the amount of time people would potentially spend in the area adding to the noise levels. This would also help with current problems we have with over ranking at both the West Street and East Street taxi ranks.'*
- 4.26 Although it is accepted that there is a need to provide a taxi rank to help people leave the area at night, the potential for a new rank to create increased noise for local residents will need to be investigated. There may also be the scope for providing improved provision at existing nearby ranks, such as Pool Valley. It is therefore recommended that officers are requested to investigate ways to improve taxi provision at the southern end of East Street.
- 4.27 Parking

- 4.28 It is proposed that the existing quantity of residents bays and shared residents / pay & display bays are retained.
- 4.29 There are currently 405 on-street and off-street public parking spaces in the Old Town. Under the proposals public access by car to East Street will not be permitted between 11am and 7pm and it is therefore recommended that the 9 on-street Pay & Display parking spaces on East Street are removed. Access to Pay & Display spaces elsewhere in the Old Town and the 355 spaces in the Lanes Car Park will remain.
- 4.30 Loading
There are currently approximately 115 metres of loading bay space in the Old Town but loading also commonly occurs outside these bays on double yellow lines. It is proposed to increase the amount of loading bay space available to encourage loading to occur in suitable locations.
- 4.31 The narrow streets of the Old Town were not designed for, and are not suited to, large delivery vehicles. At busy times they force pedestrians to the sides of the road, create congestion and are visually obtrusive. A number of consultation respondents highlighted Heavy Goods Vehicles as a particular problem in the area. Therefore it is proposed that HGVs are permitted in the Old Town only before 11am.
- 4.32 It is recommended that the section of Ship Street between North Street and Duke Street will be available for loading before 11am each day. From 11am onwards a removable bollard will be raised at the Duke Street / Ship Street junction, creating a traffic-free space.
- 4.33 Cycling
Currently contraflow cycling is not permitted on many of the roads in the Old Town. It is recommended that officers are requested to investigate the feasibility of allowing contraflow cycling and to implement it where it is safe to do so.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Capital: A budget of £50,000 has been set aside to fund The Old Town project from within the Local Transport Plan capital allocation for 2012-13.

Revenue: There may be a loss of parking revenue associated with the removal of the 9 On Street Pay and Display spaces. It is not possible to predict whether the vehicles will be displaced elsewhere, or whether drivers will be discouraged from parking at all. There may be a migration to off street parking, where there is availability, or to other forms of transport. It is estimated that in the last financial year the income from these bays would have been around £18,000, at last year's tariffs.

Finance Officer Consulted: Name Karen Brookshaw Date: 06/09/12

Legal Implications:

- 5.2 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted:

Carl Hearsum

Date: 20/08/12

Equalities Implications:

- 5.3 Local disability groups have been consulted. The major points to emerge from consultation were concerns around cycling, seating, quality of paving and parking, and these will be taken into account during detailed design.
- 5.3.1 There are currently 11 disabled parking spaces in the Old Town and further 2 that were temporarily removed from Brills Lane when the southern end of East Street was closed. It is recommended that all 13 disabled parking spaces remain, although it will be necessary to relocate some of them.
- 5.3.2 The provision of dropped kerbs in the Old Town currently is poor. The Federation of Disabled, through its Get Involved Group, have worked with officers to produce a report listing locations within the Old Town that require accessibility improvements (see Appendix 4). It is recommended that, as part of this scheme, the most important of these improvements are installed and that the council makes a commitment to install all of them in the long term as budget allows.

Sustainability Implications:

- 5.4.1 The scheme will contribute towards the following Sustainable Community Strategy Priorities:
- A fair balance between the needs of pedestrians and cyclists, public transport users and motorists.
 - A healthier and higher-quality built environment

Crime & Disorder Implications:

- 5.5 The police responded to consultation, a summary of which is contained within Appendix 2. The Old Town is within the Cumulative Impact Zone and the primary crime and disorder implication of these proposals will be on the night-time economy. The recommendations to install a taxi rank at the southern end of East Street and not to support tables and chairs licences on Boyce's Street have been made in part due to issues around the night-time economy.

Risk and Opportunity Management Implications:

- 5.6 Several options, including a 'do nothing' option, were considered and consulted on. The recommended scheme is the scheme that has emerged following consultation and feasibility studies.

Public Health Implications:

- 5.7.1 The Ship Street Doctor's Surgery is located within the Old Town. Staff and patients will be permitted to the 'access only' areas under these proposals.
- 5.7.2 The scheme forms part of the Walking Network programme. The programme is designed to improve pedestrian facilities along the most heavily-used pedestrian routes in the city, with the intention to increase walking levels and achieve the associated health benefits.

Corporate / Citywide Implications:

- 5.8 The Old Town scheme will reduce traffic and improve the character of the area, contributing towards the council priorities of 'creating a more sustainable city'

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Do nothing. The scheme was proposed as it was felt that over time the amount of traffic in the Old Town had risen to inappropriate levels and a change was required. A 'do nothing option' was put forward during consultation and received support from 32% of respondents.
- 6.2 Implement traffic reduction measures on East Street alone. This option was considered at the outset, however initial feasibility work showed that any changes made to East Street would have implications for traffic flow in the rest of the Old Town. Therefore a scheme looking at improvements to the whole area was considered appropriate,

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The Old Town is the thriving heart of the city and one of the major destinations for tourists and locals. However the area is not appropriate for the high levels of traffic it currently experiences. These proposals seek to reduce levels of traffic by eliminating unnecessary journeys in the area whilst maintaining access for residents and businesses.

SUPPORTING DOCUMENTATION

Appendices:

1. Consultation Material
2. Consultation Report
3. Proposed Scheme Plan
4. 'Disability Access in the Old Town' report

Documents in Members' Rooms

None

Background Documents

1. 'Pedestrian Network – Phase 2' report to Cabinet, 17 September 2009



Old Town Traffic Improvement Proposals

This leaflet contains 2 proposals for improving traffic within the Old Town and the council is seeking the views of residents, businesses, and visitors to the area on whether we should progress with either of these plans.

The aim of the proposals is to improve the Old Town for the hundreds of thousands of people that walk through the area each year. Its narrow streets were not designed for the volume of traffic currently using them and we would therefore like to look at ways of deterring unnecessary traffic whilst still allowing essential users to access the area.



**Brighton & Hove
City Council**

The Old Town then and now

The Old Town is the area bounded by East Street, North Street, West Street and the sea which forms the historic core of Brighton.

Originally the heart of the old fishing town Brighthelmstone, the area has been developed since the 13th Century and the current street pattern remains as it was then. The Old Town is most well-known for The Lanes, an intricate maze of twisting alleyways.

The Old Town today is the thriving, economic heart of the city. It is one of the major destinations in the city for tourists and locals alike, offering a mix of history and heritage, shops and restaurants. The area retains its busy, bustling feel throughout the year and in the summer the old Town becomes even more popular as tourist numbers swell, filling its many bars, cafes and restaurants.

Balancing the needs of everyone

Currently it appears that a significant proportion of traffic in the Old Town is through traffic, with 40% of vehicles entering the Old Town via Ship Street leaving within five minutes.

Many people need to access the Old Town by vehicle. The challenge faced is to meet the needs of these road users while also reducing overall levels of traffic for the benefit of pedestrians in the area. Examples of those whose needs must be considered are:

- Residents with private parking spaces
- Vehicles servicing businesses
- People using on-street parking for residents, blue-badge holders, shoppers
- Taxis
- Emergency services

Current Transport Issues within the Old Town

The history of the Old Town is one of its greatest assets, but its development around centuries-old street layouts means that the area is not ideal for motorised traffic. Over the decades, due to its popularity and the density of businesses, the amount of traffic has continually increased.

As a result the area now suffers from high levels of traffic. This volume of traffic is unsuitable for the Old Town as it detracts from the character of the area by dominating road space, creating noise and pollution, and increasing the potential for conflict between pedestrians and vehicles. For many tourists and residents walking around The Lanes is one of Brighton's highlights. However in parts of the Old Town traffic dominates the area forcing pedestrians to crowd onto narrow footways.

On a typical Saturday an average of 200 vehicles an hour drive in to the Old Town, compared with 600 pedestrians entering via East Street alone. The aim of this consultation exercise is to look at ways that we can manage traffic so that the Old Town can be enjoyed by everyone to its full potential and a sensible balance between pedestrians and vehicles is found.

Cycling

The proposed road closures will not apply to cyclists. As part of the detailed design 2-way cycling will be considered for each road within the Old Town.

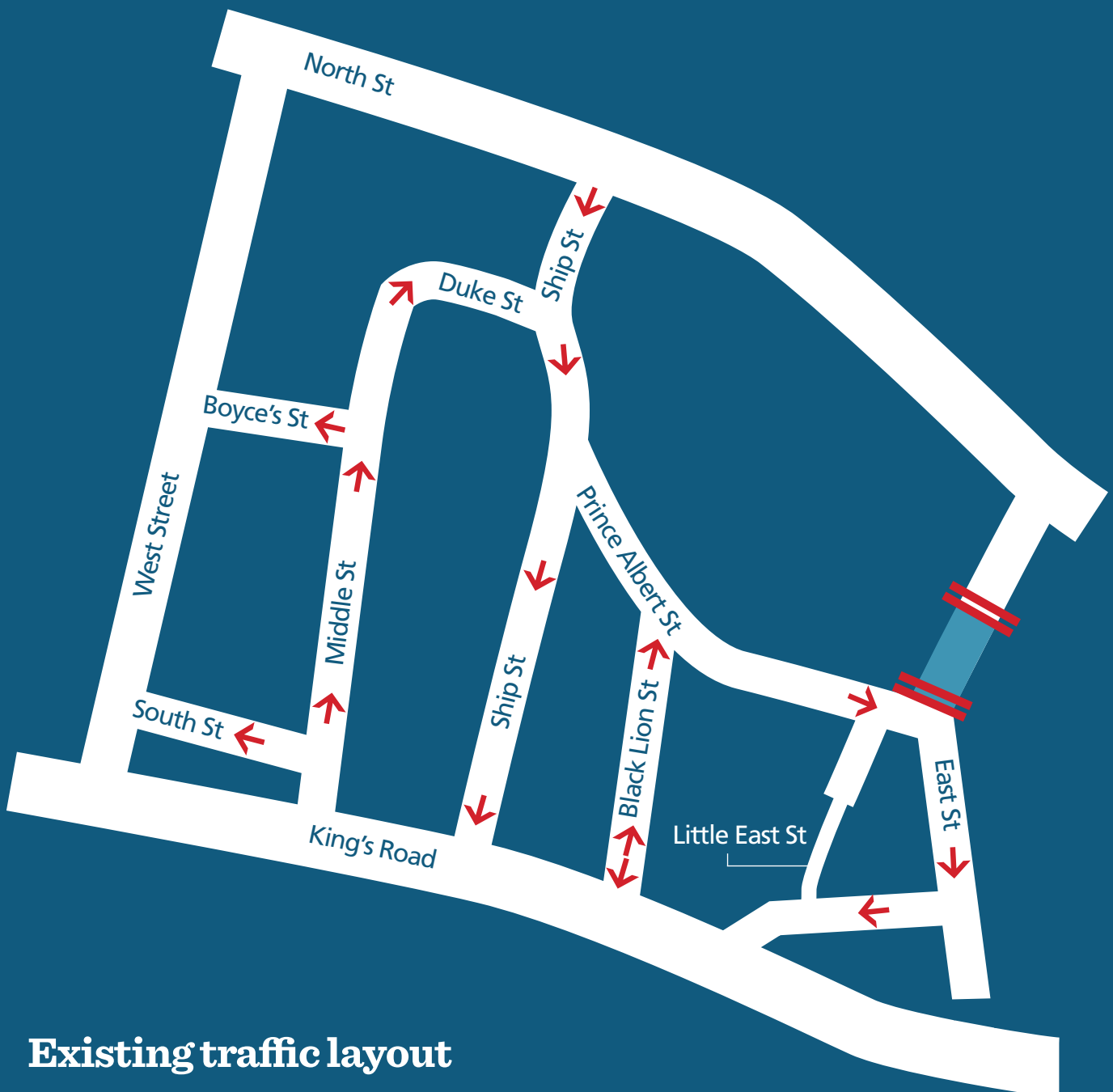
The proposals

The plan below shows how traffic currently operates. The objective of this consultation exercise is to seek the views of all users of the Old Town on two new proposals for improving traffic management in the area.

Options A and B outline these proposals and we would like to hear from users of the Old Town in order to:

- a) Decide whether to go ahead with either of the proposals.**
- b) Develop details of how the proposal will work in practice.**

Many details - how access will be restricted, where and when loading will be permitted, what type of parking will remain - can only be designed once we have spoken to local people. For example some users may require 24 hour access whilst others need only occasional access at certain times of the day or week or just to certain areas of the Old Town. Therefore as well as your preference for Option A or B we would like to know how, when and where you use the Old Town so we can design a scheme suitable for everyone.



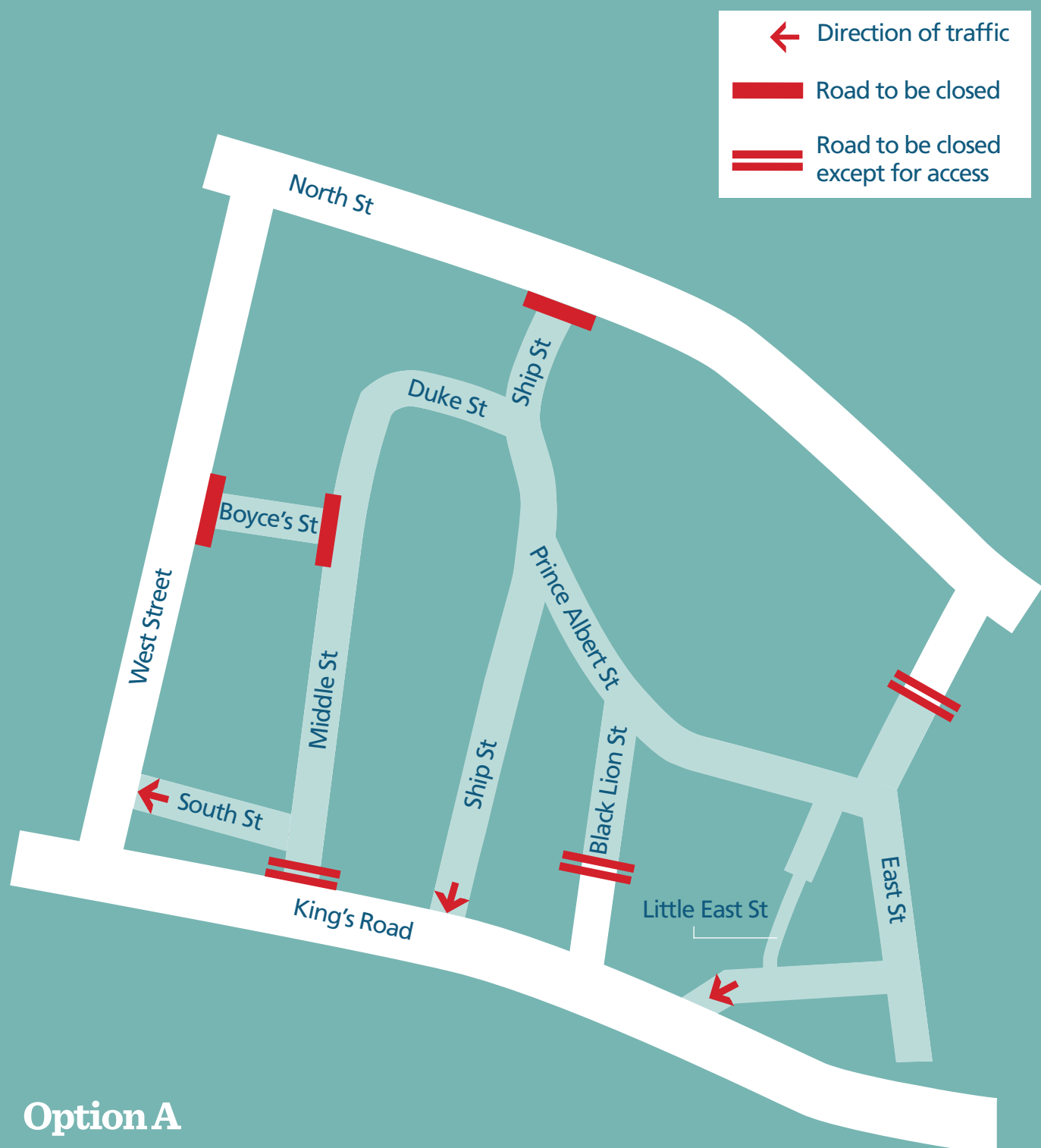
Existing traffic layout

Option A

This option will restrict vehicles from accessing any of the Old Town unless they have a specific reason to be there. This will significantly reduce the amount of traffic in the area, and the effect could be increased by limiting access to certain times or days.

There are several potential methods for controlling access, including barriers, CCTV or permits.

Access to the Lanes car park via Black Lion Street will still be permitted.



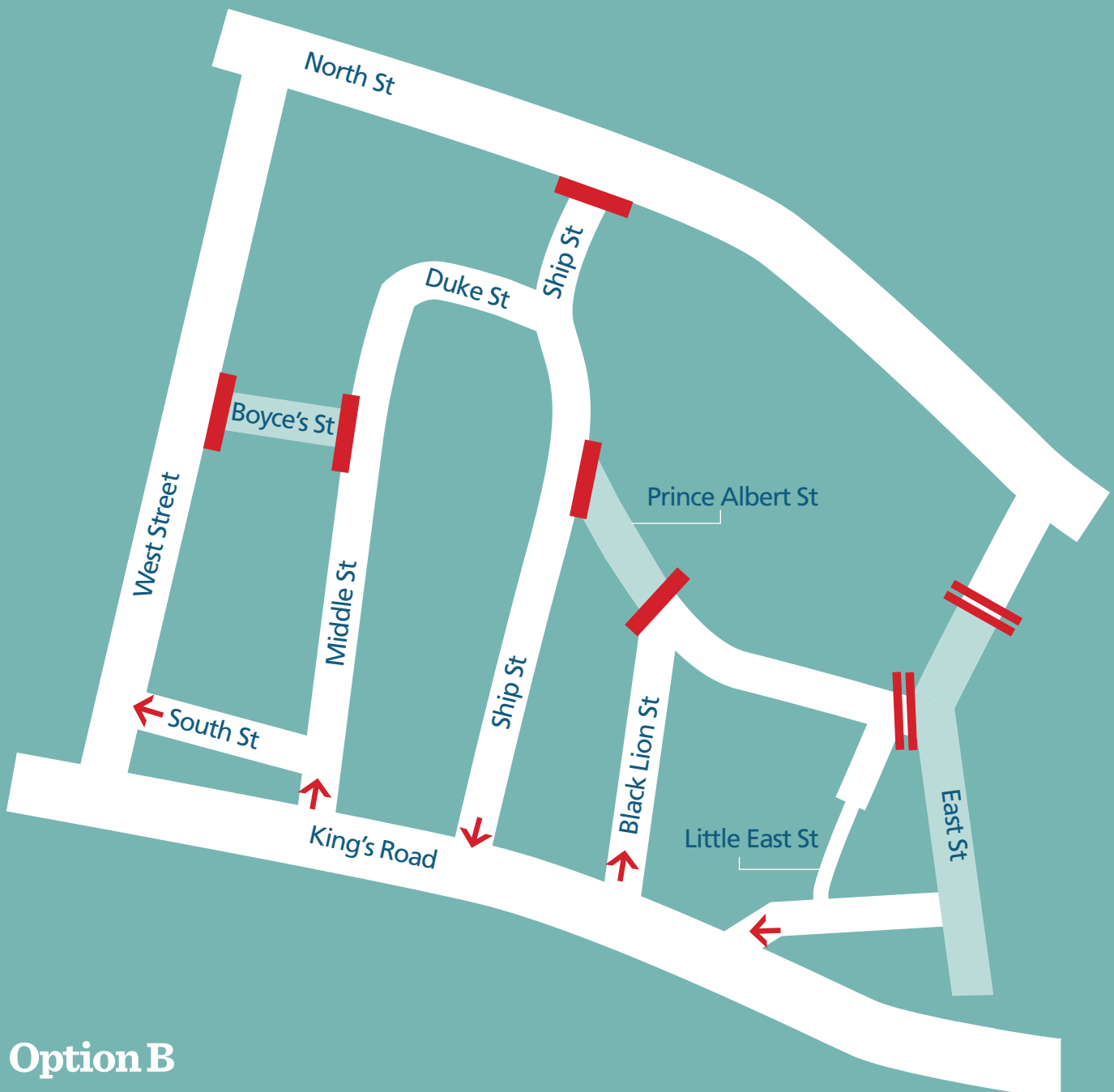
Option A

Option B

Under Option B drivers will retain the right to access the Old Town, however overall vehicle flow will be reduced through the use of restrictions designed to deter through-traffic. In addition the section of Prince Albert Street between Black Lion Street and Ship Street will become traffic-free, and East Street will become an 'access only' area.

The 4 proposed restrictions will be:

- The Ship Street / North Street junction will be closed so there will be no access in to the Old Town from North Street.
- Prince Albert Street will be blocked between Black Lion Street and Ship Street. This will effectively create two 'loops' for vehicles- one loop will enter through Middle Street and exit through Ship Street and the other loop will enter through Black Lion Street and exit through Little East Street.
- An 'Access Only' restriction will be placed on East Street.
- Boyce's Street will be pedestrianised.



Option B

Public Exhibition

An exhibition of the proposals will be on display between 8.45am and 4.45pm Monday to Friday in the foyer of **Bartholomew House in Bartholomew Square, Brighton** until 29 June 2012.

In addition staff from the city council's Transport Planning Team will be available to discuss any issues at the following times:

Friend's Meeting House, Ship Street
Thursday 14 June, Midday – 8pm
Saturday 16 June, 9am – 5pm

Bartholomew House, Bartholomew Square
Thursday 28 June, 8.45am – 4.45pm

For more information

If you would like any more information on these proposals please visit the council's Old Town webpage at www.brighton-hove.gov.uk/oldtown.

Alternatively you can email us at old.town@brighton-hove.gov.uk or speak to someone on 01273 290487 .

What happens next

All comments received during the consultation will be carefully considered and the results reported to a future Transport Committee Meeting. If there is sufficient support for one of the proposals then it will proceed to the next stage of development with a view to implementation commencing in January 2013.

Translation? Tick this box and take to any council office.

ترجمة؟ ضع علامة في المربع وخذها إلى مكتب البلدية. Arabic ☐

অনুবাদ? বক্সে টিক চিহ্ন দিয়ে কাউন্সিল অফিসে নিয়ে যান। Bengali ☐

需要翻譯? 請在這方格內加剔, 並送回任何市議會的辦事處。Cantonese ☐

ترجمه؟ لطفاً این مربع را علامتگذاری نموده و آن را به هر یک از دفاتر شهرداری ارائه نمایید. Farsi ☐

Traduction? Veuillez cocher la case et apporter au council. French ☐

需要翻译? 请在这方格内划勾, 并送回任何市议会的办事处。Mandarin ☐

Tłumaczenie? Zaznacz to okienko i zwróć do któregoś z biura samorządu lokalnego (council office). Polish ☐

Tradução? Coloque um visto na quadrícula e leve a uma qualquer repartição de poder local (council office). Portuguese ☐

Tercümesi için kareyi işaretleyiniz ve bir semt belediye burosuna veriniz Turkish ☐

other (please state) ☐

This can also be made available in large print, Braille, or on CD or audio tape

Old Town Traffic Improvement Proposals

We want your views

Please use this questionnaire to tell us what you think about the proposed changes to the Old Town. To make sure your views are considered please return the questionnaire by **9 July 2012** using the FREEPOST envelope enclosed. No stamp is required. Or you can complete this online at www.brighton-hove.gov.uk/OldTown

Q1 Are you:

- ☐ a) A resident of the Old Town
- ☐ b) A resident of Brighton & Hove who does not live in the Old Town
- ☐ c) Owner or manager of a business in the Old Town
- ☐ d) Other, please state

Q2 Of the two traffic proposals, which is your preferred option?

- ☐ a) Option A
- ☐ b) Option B
- ☐ c) Leave as is

Q3 If access to the Old Town was restricted, would you prefer:

- ☐ a) Vehicles requiring access are permitted in the Old Town at all times
- ☐ b) Vehicles requiring access are only permitted in the Old Town at certain times of the day, or days of the week. (please specify which times or days)

- ☐ c) Other (please specify)

(please note that vehicles requiring access to private car parks within the Old Town will not be covered by these restrictions)

Q4 Would you support the pedestrianisation of Boyce's Street?

☐ Yes

☐ No

Q5 Do you have any other comments about why you need access to the Old Town, or how you would like traffic to be managed in the Old Town in the future?

We want to make sure that our services are available to everyone in the community and that everyone is treated fairly when they use our services. We will only use this information to help us improve services and to identify gaps or barriers. Please fill in as much of the information as you feel comfortable with. It is anonymous and confidential.

About You

What age are you?

☐ I do not wish to disclose this

Gender

☐ Male

☐ Female

☐ I do not wish to disclose this information

Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

☐ Yes

☐ No

☐ I do not wish to disclose this

Please state the type of impairment which applies to you. People may have more than one type of impairment, in which case you may indicate more than one. If none of the categories apply, please mark 'other'.

☐ Physical Impairment ☐ Sensory Impairment ☐ Mental Health Condition

☐ Learning Disability/Difficulty ☐ Long-standing illness ☐ Other (please state)

Old Town Traffic Improvement Proposals July 2012

Consultation Report

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Q3b	Access Times	Appendix A
	Letters and emails received	Appendix B

Old Town Traffic Improvement Proposals

1 Background

The Old Town is the area bounded by East Street, North Street, West Street and the sea and forms the historic core of Brighton. The Old Town is one of the major destinations in the city for tourists and locals alike, offering a mix of history and heritage, shops and restaurants. The area retains its busy, bustling feel throughout the year and in the summer the Old Town becomes even more popular as tourists numbers swell, filling its many bars, cafés and restaurants.

A significant proportion of traffic in the Old Town is through traffic, with 40% of vehicles entering the Old Town via Ship Street leaving within five minutes.

At 17 September 2009 Cabinet Meeting, officers were requested to consult on improvements to the Old Town area.

2 Headline Results

565 responses were received, 197 of these (35%) were received on-line through the council's consultation portal and 368 (65%) were survey forms returned by mail or collected at public exhibitions.

Response rate from the mailing was approximately 16.5%¹ which is an average response rate for a consultation. 17% of the total number of respondents were residents of the Old Town.

- The majority of respondents (66%) favoured a traffic reduction scheme (either Option A or Option B).
- The majority of respondents favoured allowing access for vehicles in the Old Town at all times (52%).
- The majority of respondents favoured the pedestrianisation of Boyce's Street (66.8%)

3 Methodology

Information leaflets and questionnaires were mailed to 2436 property addresses 1436 of these were in the local area. As the area is important for its historic character, a further 1000 consultation packs were sent to random city-wide addresses. All property addresses were drawn from the Land & Property Gazeteer via the council's GIS system. Prepaid envelopes were included for replies.

Two public exhibitions were held in the local area at:

- Friend's Meeting House, Ship Street, Thursday 14 June, 12 noon-8pm and Saturday 16 June, 9am to 5pm

¹ This figure includes returned forms plus those who identified themselves as being residents or business/owner managers in the Old Town.

- Bartholomew House, Bartholomew Square, Thursday 28 June, 8.45am to 4.45pm

The consultation was also advertised on the BHCC's website and Twitter feed. It was featured on BBC TV news and on BBC radio and in the Evening Argus, where it was the most popular story on the Argus website for 2 days. Stakeholder groups were also sent information.

4 Full Results

Q1 Are you?

Respondents could tick as many as applied to them.

	No.	% ²
A resident of the Old Town	100	18
A resident of Brighton & Hove who does not live in the Old Town	290	51
Owner or manager of a business in the Old Town	167	29.5
Other (includes 14 people who work in the area, 7 visitors to the area and 3 taxi drivers)	31	5.5
Total	588	

Q2 Which is your preferred option?

Question 2 showed plans for two traffic reduction schemes for the Old Town Area. The majority of respondents (66%) favoured a traffic reduction scheme (either Option A or Option B), whilst 32.2% favoured leaving the area as it is.

	No.	%
Option A	256	45.3
Option B	117	20.7
Leave as it is	182	32.2
No reply	10	1.8
Total	565	100

69% of those favouring a traffic reduction scheme, favoured Option A.

Looking at the preferred options by the way respondents answered Question 1 above, we see that although the highest percentage of respondents favour Option A, the table below show that residents of the Old Town and Owners or managers of businesses in the Old Town favour leaving it as it is.

² Of total respondents (560)

Q2 Which is your preferred option x type of respondent	Option A		Option B		Leave as it is	
	Number	%	Number	%	Number	%
A resident of the Old Town (98 total)	35	35.7	19	19.4	44	44.9
A resident of Brighton & Hove who does not live in the Old Town (285)	167	59	59	20.5	59	21
Owner or manager of a business in the Old Town (163)	45	28	36	22	82	50

Q3 If access to the Old Town was restricted, would you prefer?

	No.	%
a) Vehicles requiring access are permitted in the Old Town at all times	292	52
b) Vehicles requiring access are only permitted in the Old Town at certain times of the day, or days of the week	208	37
c) Other	35	6
No reply	30	5
Total	565	100

Looking at the preferred options by the way respondents answered Question 1 above, we see that local residents, residents of Brighton & Hove and Owner or managers of businesses in the Old Town all favour allowing vehicles that require access to be permitted in the Old Town at all times.

Q3 If access to the Old was restricted which is your preferred option x type of respondent	Option a)		Option b)		c) Other	
	Number	%	Number	%	Number	%
A resident of the Old Town (87 total)	59	68	24	27.5	5	5.7
A resident of Brighton & Hove who does not live in the Old Town (282)	136	48	126	45	20	7
Owner or manager of a business in the Old Town (154)	92	60	55	36	7	4

If respondents answered “Yes” to Q3b) Vehicles requiring access area only permitted in the Old Town at certain times of the day, or days of the week, they were then asked to give details. This has elicited a whole range of responses, 70 respondents mentioned specific times and these have been plotted on the chart in Appendix A. The bulk of responses show that respondents feel a period in the middle of the day should be where access is not allowed.

Respondents who mentioned times of the week in their comments said this:

Apply restrictions on the following days of the week	Number of times mentioned
Apply restrictions Monday to Friday	23
Apply restrictions all week	14
Apply restrictions Monday to Saturday	6
Apply restrictions on specific days eg Monday and Thursday	6
Apply restrictions weekends only	3

Q4 Would you support the pedestrianisation of Boyce's Street?

This question was added at the request of Cllr Jason Kitkat. A small number of questionnaires without this question had already been printed and distributed at public exhibitions before the revised version was available.

	No.	%
Yes	378	66.9
No	144	25.5
Not asked	21	3.7
No reply	22	3.9
Total	565	100

Looking at the preferred options by the way respondents answered Question 1 above, we see that local residents, residents of Brighton & Hove and Owner or managers of businesses in the Old Town all favour the pedestrianisation of Boyce's Street but business owner / managers and residents of the Old Town show lower levels of support than city-wide respondents.

Q4 Would you support the pedestrianisation of Boyce's Street x type of respondent	Yes		No	
	Number	%	Number	%
A resident of the Old Town (96 total)	56	59	32	33
A resident of Brighton & Hove who does not live in the Old Town (290 total)	219	75	53	18.4
Owner or manager of a business in the Old Town (167 total)	93	56	62	37

Q5 Do you have any other comments about why you need access to the Old Town, or how you would like traffic to be managed in the Old Town in the future?

Comments in answer to this question have been themed as follows:

Positive comments	
Changes to the layout will increase footfall and generate economic growth	10
Negative comments	
This will harm the local economy	16
These proposals are anti-car	6
Am worried that area will be colonised by cafes and bars/ create anti-social behaviour	2
This will inconvenience residents	1
Pedestrianisation	
In favour of pedestrianisation generally	24
Want roads to be like New Road	6
In favour of pedestrianising East Street	2
Don't want shared space scheme like New Road	1
Pedestrianisation attracts noise and clutter	1
Access	
Access for deliveries needs to be maintained	26
24 hour access / general access is needed	11
Access is required for taxis	8
Cycle access must be maintained/ increased	7
Adequate access for weddings at Brighton Town Hall needs to be maintained	4
Access for builders/ tradesmen need to be maintained	4
Access for customers is essential	2
Traffic for access only would be good	2
Access is needed for customers to pick up heavy goods	2
Security companies need access to the area (BCRP – mobile support units)	
Emergency access is required	2
Access to private car parks is required	2
Access to doctor's surgery needs to be maintained (Ship Street)	2
Access to school is needed	1
Road closures will badly affect our business	1
Enforcement would be needed – signs are not enough	1
Limited access would be better	1
Access and parking is already a nightmare	1
Traffic	
Remove / restrict as much traffic as possible	16
Changes would cause more congestion and pollution	4
Ban all cars	4
Large lorries are causing damage / are a problem and this will make it worse	4
Changes would cause displacement traffic	2
Boyce's Street closure would create displacement traffic	2
Cycle access should be enhanced	2
Close Ship Street – it has become a rat run	1
Traffic should be limited to residents and businesses	1
Parking	
Remove all parking except for residents and loading/ reduce parking	5
Business – need better access to parking – concerned at paying £25 per day is not good for us	2
Reduce parking	1

Stop lorries parking on pavements	1
Concerned about loss of parking spaces	1
Phase out private car parks	1
Disability issues	
Access is needed for the disabled	11
There are not enough disabled parking spaces/ disabled parking needs to be maintained	6
More dropped kerbs/flat areas for wheelchair users/ disabled/ buggies	3
Taxi access is needed for the disabled	1
Disabled access for weddings at the town hall needs improving	1
Blocking of pavements by A-Boards is an issue for the disabled and buggies	1
There is a lack of awareness of the need for access for the disabled	1
General	
Destination not advertised enough – these proposals will cause traders to lose footfall	1

Letters and emails have also been received from the following individuals and groups and area summarised as follows:

1) Woolley Bevis Diplock

Acting for Freeholders Mr & Mrs MJB Diplock

24 Hour access is required for car park for partners, staff and clients.

2) Brighton Society

- Support reduction of vehicle movements, provided cycle routes are maintained
- Agrees with closure of Ship Street
- Agrees with the pedestrianisation of Boyce's Street
- Option A is of limited benefit to pedestrians
- Option B is preferred

3) LoveFit Café

Representing 21 businesses on Brighton Square want:

- Traffic to stay as it is
- Have concerns about a loss of footfall and deliveries
- Car navigation is difficult already with so many pedestrians around and changes to the Old Town would make things worse
- Parking charges have increased with no improvements in public transport

The following traders from Brighton Square also agree with this letter

Gold Coast Jewellers	Brighton Square Antiques
Taylor Made Gallery	Bloomingtails
Street Thai	Claire's Accessories
Vogue Diamond	The Classic Watch Company
Websters Pens	Mazreku Jewellers

Angel bakery
LoveFit Café
Oasis Café
Rounders Records
Jaffa Hair

Giggling Giraffe
Simply the Best
Quinn Jewellers
Fish & Chips
Ring Jewellers

4) Centurion Group

Centurion Group are owners of Brighton Square Portfolio and own properties in Duke Street and Meeting House Lane.

- Concerned that the council should consider benefits of pedestrianising East Street for those properties and how the council might replicate this for properties on Brighton Square
- Concerns over loss of trade from preventing cars entering the Old Town altogether
- Would like the council to consider incentivised parking rates for users of the Old Town
- Concerns that deliveries under Option A would suffer. Businesses have to fall in line with time slots offered by suppliers and not the other way around.
- Want combination of Options A and B

5) Brighton Media Centre

- A gradual closing down of roads in the Lanes leads to bottle necks when deliveries are made.
- Variety of businesses will be affected in changes to deliveries and supplies, leading to loss of vitality of the area

6) Madame Geisha

Concerned about not having vehicles coming through East Street and that taxis will still drop off and pick up causing a hazard

7) East Street Businesses

A number of East Street businesses signed to the following:

- In favour of Option B
- Ideally want East Street closed between 11 and 7 every day....
- Access before 11 for deliveries and after 7 for taxis and cars.

And have further queries and requests in the comments section.

The Whiskey Shop
Alexa
Paperchase
Jezebel
Toni & Guy
Scoop & Crumb

Gap Kids
Jones the Bootmakers
Terre a Terre
Time Out
Indian Summer
Lola Lo

8) Food for Friends

Concerns about damage caused by large vehicles getting worse under Option B so in favour of Option A, but allowing deliveries within certain constraints and times.

9) John A Tuffin & Co LLP Chartered Accountants

Not in favour of Option A or B. Want Access Only signs with no off street parking (other than disabled parking) at the junction of Middle Street/ Kings Road and North Street/ Ship Street and removal of the on-street parking (other than disabled parking) in Middle Street/ Duke Street/ Ship Street to deter much of the other traffic.

10) Paul Goble

Owns a shop in the Old Town. Needs constant access and is concerned that traffic would increase through the one street resulting in more congestion and pollution. Is concerned that permit holder parking bays will be reduced and therefore would like charges for these reduced accordingly

11) Ship Street, Ship Street Gardens and Middle Street Residents' Association

Neither Option A or B are acceptable and are not in favour of pedestrianising Boyce's Street.

12) Ship Street Surgery

Ship Street Surgery provides NHS services for city centre patients and hosts the central MSK service (Muscular Skeletal and Knee Problems). Patients with mobility problems will need access services and sometimes assistance to alight and board vehicles.

Preference is either Option B with clear communications to patients or C leave it alone.

Also have private car park in Black Lion Street to which 24 hour access is needed.

13) Regency Leisure Arcade

Opposed to pedestrianisation of Boyce's Street as it will create bottlenecks for traffic and deliveries and not allow access to our premises. Promoting of a drinking culture on doorstep of inner City primary school appears to disregard the needs of the school children.

14) Bricycles

Support traffic and speed reduction. Prefer Option A.
Strongly believe 2-way cycling should be in place on all streets.
Don't want Boyce's street to be cycle free – question does not cover cycling.

15) Taxi Forum

Have concerns for the providing and affordable and effective service and want to keep Boyce's Street, Ship Street and Albert Street open (and in that order of importance).

Best solution is to turn the area into shared space akin to New Road.

Demographic Information

Gender	No.	%
Male	307	54.3
Female	197	34.9
No reply/ prefer not to say/ other	61	10.8
Total	565	100

Age	No.	%
18-24	13	2.3
25-34	86	15.2
35-44	132	23.4
45-54	102	18.1
55-64	65	11.5
65-74	42	7.4
75+	11	1.9
No reply/ prefer not to say	114	20.2
Total	565	100

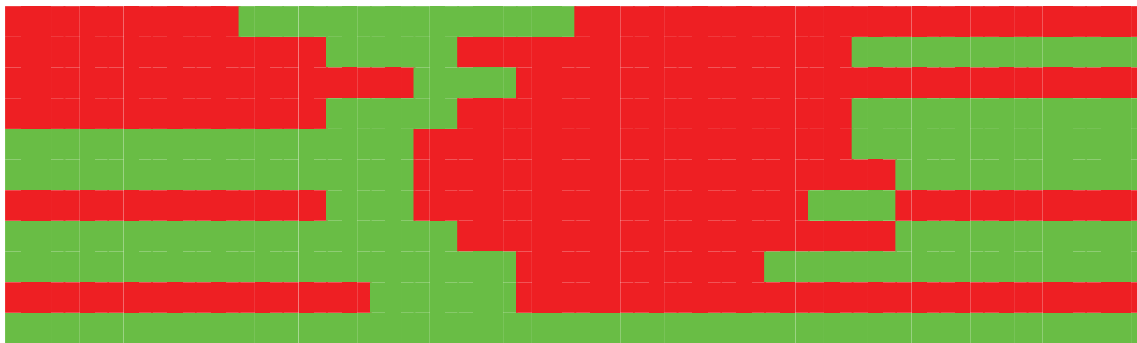
Disability	No.	%
Yes	55	9.9
No	428	75.8
No reply/ prefer not to say	83	14.5
Total	565	100

Types of disability	No.	%
Physical	35	63.6
Sensory	3	5.4
Mental health	8	14.5
Learning	5	9
Long-standing illness/ condition	27	4.9
Total respondents with disabilities	55³	100

³ Some respondents had more than one type of disability

Q3b) What times for vehicles requiring access?





Letters received in full

1) Woolley Bevis Diplock



2) Brighton Society

Page 1 of 1

Tom Campbell

From: Delia Ives [deedyi@me.com]
Sent: 22 June 2012 20:53
To: Old Town
Cc: Selma Montford
Subject: Old Town Traffic improvement proposals.

The Brighton Society comments on the proposals as follows:-

- 1) The Society wholeheartedly supports any measures to reduce vehicle movements in the Old Town provided that cycle routes are retained.
- 2) The Society agrees with the suggestion in both proposals A & B for closure of Ship Street at the North Street end and the pedestrianisation of Boyces St..
- 3) We are concerned that Option A would produce limited benefit for pedestrians. We suggest that, at present, far more drivers are seeking parking places than are finding them, and, if the proposed restrictions are enacted drivers seeking to park in the Old Town will simply learn to access it from the seafront. Consequently vehicle movements will be largely unchanged.
- 4) Option B is preferred since it establishes a permanent pedestrian-only zone in Prince Albert Street. This need not preclude introducing further restrictions in the future.

Delia Ives

Brighton Society Committee

3) LoveFit Café

LoveFit Cafe
14 Brighton Square
Brighton
BN1 1HD

22 June 2012

FAO Brighton & Hove City Council

Dear Sirs

RE: OLD TOWN TRAFFIC IMPROVEMENT PROPOSALS

I write on behalf of 21 individual traders of Brighton Square regarding our concerns over the old town traffic improvement proposal. On the basis of the proposal presented as it is we believe that none of the suggestions are acceptable in their current format and feel strongly that the traffic flow in and around the old town should be left as it is. Without seeing what the council is planning to put in place of the lost traffic to improve business operations and footfall we find it difficult to see any benefits.

Brighton Square footfall is considerably lower than the surrounding Lanes and North Laines and we believe stopping cars entering the old town altogether would only add to this problem as local people will be put off coming into the area to shop and dine. The restrictions would also cause problems with the trader's ability to make and receive deliveries to their units, the only access being via Brighton Place. Loading restrictions would not be acceptable as we all need vehicular access to Brighton Square for loading purposes at various times during the night and day.

Already the Market Street and Brighton Place area of the Lanes is semi-pedestrianised with allowances to access the underground parking and for our loading facilities. Trying to navigate through this area in your car is sometimes incredibly difficult when there are so many people wondering around oblivious of the access rights for vehicles. If this was implemented throughout the old town then making deliveries would become a greater problem and the time taken to get into Brighton Square, drop off your delivery and then get back out would be impractical. For a small trader it is very important we are allowed to make these deliveries into our units as quickly and efficiently as possible at times to suit our business needs. Time is of the essence especially for those traders operating businesses solo.

The council has already increased parking charges by an astronomical amount and this combined with the recent 20% increase in bus fares is having a detrimental effect on both footfall in the square and takings in general. The government has now announced that several bus routes in the city are to be axed as a result of subsidy cuts. It is becoming ever more expensive and more difficult to get into the city centre which is discouraging tourists and local Brightonian's from visiting Brighton Square and the Lanes in general. Implementing this proposal would make things worse. We can only rely on tourism for several months of the year and this also depends greatly on the weather, the rest of the year we rely heavily and need to encourage more local people into town by making

access easier and cheaper. How do the council intend to do this? People like to use their cars to get about and this is something the council is neglecting to recognise. Pedestrianising the old town will result in the loss of many valuable parking spaces that currently help encourage drivers into the Lanes and also supply a substantial income for the council from the parking revenue raised. We know of no new improved transport schemes being implemented by the council to encourage people out of their cars and into Brighton city centre by other transport means. Tourism from outside Brighton is our life blood for a large proportion of the year and it is clear the council's anti-car campaign will only serve to put more people off visiting our city primarily because of the expense to park but also the lack of parking spaces and the inconvenience of spending time trying to find a space. We are not aware of any plans being in place for a park and ride or improved and attractive transport links within and around the city centre.

Please see below a list of all the Brighton Square traders who share the view detailed above and unanimously support the option to leave the old town as it is. We all reject option A and option B.

Regards

Jason Bright

Director

On behalf of all the Brighton Square traders

<u>Unit Number</u>	<u>Company Name</u>
1	Gold Coast Jewellers
2	Brighton Square Antiques
3	Taylor Made Gallery
4	Bloomingtails
5 & 20	Street Thai
6	Claire's Accessories
7 & 8	Vogue Diamond
9	The Classic Watch Company
10	Websters Pens
11	Mazreku Jewellers
12 & 20 MH lane	Angel Bakery
13	Giggling Giraffe
14	LoveFit Cafe
15	Simply the Best
17	Oasis Cafe
18	Quinn Jewellers
19	Rounders Records
23	Fish & Chips
19 MH lane	Jaffa Hair
21 MH lane	Ring Jewellers

4) Centurion Group



22nd June 2012

FAO: Brighton & Hove City Council

Dear Sirs,

Old Town Traffic Improvement Proposals – Consultation Response

Centurion House
11 Prince Albert Street
Brighton, East Sussex
BN1 1HE

T +44 (0)1273 434 100

F +44 (0)1273 434 111

admin@centuriongroupuk.com
www.centuriongroupuk.com

On behalf of Centurion Group, a property company based in Prince Albert Street and with vested interest in the City's future through our strategic consultancy with multi-national investment partners and involvement on large scale schemes throughout Brighton & Hove and also, more importantly in this case, through ownership of The Brighton Square Portfolio and properties in Duke Street and Meeting House Lane; we are grateful for the opportunity to provide feedback within a public consultation and welcome the good intentions of this initiative within the Old Town, however I must raise some concerns in regard to this proposal's operational viability.

You will note the feedback from our traders in Brighton Square of their letter dated 22.06.2012; I appreciate these concerns and would like to elaborate on the points raised by them; as their views are influential on the decisions that we make as a landlord. Our traders statement that Brighton Square's footfall is '*considerably lower than the surrounding Lanes and North Laines*' is clearly a valid one and I would ask you to note that evidence supporting this is through the rental levels achieved in Brighton Square being consistent at circa £60 per square foot, In Terms of Zone A (ITZA), as opposed to lettings in East Street achieving a documented level of £210 ITZA. One can also note that lettings to the West and North of Brighton Square achieve rental levels in excess of £100 ITZA, which further supports the shortfall in critical mass drawing to Brighton Square and thus the reduction in demand from traders and the subsequent lower rental levels achieved. It could be argued that pedestrianisation of East Street therefore demonstrates direct benefit to property owners and traders on that road and it would be prudent to explore what the council can offer to reciprocate this benefit to Brighton Square and Meeting House Lane property owners and traders through these proposals?

Our traders also note that the stopping of cars altogether in the Lanes (which I assume relates to the proposal of Option A in particular), will be an additional disincentive for prospective customers travelling into this area. I agree with this point to an extent, however I would be keen to know that efforts have been made to address this point through these proposals and what alternative methods have been explored to replace this loss of trade; of which the answer given will determine the extent to which we are at a consensus with our

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traders here. One would envisage that the council could potentially offer an incentivised parking rate in the car parks or even on the seafront, through shopping locally in the Old Town area, possibly through redemption vouchers in shops once a customer spends a prescribed amount? Aside of alternative solutions, one immediate traffic flow solution in relation to Option A would in my opinion be to make better use of the South-East entrance or exit of the Black Lion Street 'Thistle' Car Park (adjacent to the Queen's Hotel); which would subsequently provide an opportunity to reduce the volume of traffic on Black Lion Street, which is sure to be higher in the eventuality of Option A. However I am not sure if Thistle Hotel is obliged to have control of this entrance or exit through their long leasehold rights. Perhaps this could be confirmed in due course.

A further concern raised by our traders was the increased difficulty for deliveries to be made and received in the outcome of Option A; which is an interesting and valid point. One of the main reasons for congestion currently within the lanes is the presence of delivery vehicles at any given time throughout any day. This issue of deliveries therefore poses a very current problem and this problem is likely to be in my opinion, completely unresolved by any options that have been proposed in this consultation, in fact if anything, aggravated further. It is notable at present that due to the lack of time restrictions for deliveries within the Old Town area in question, serious congestion takes place when heavy goods vehicles (HGVs) take to the narrow lanes at any time of day. Due to the nature of the lanes, it is then impossible for other vehicles to travel through the lanes simultaneously when this takes place; especially in light of the fact that the HGVs do not make best use of the prescribed loading bays that are provided through Ship Street, Prince Albert Street and East Street. I would stress that it is paramount for Brighton & Hove City Council to implement appropriate time restrictions and guidance for deliveries (with particular reference to deliveries involving HGVs) in this zone in any case, which will provide a much improved traffic flow throughout the lanes in general. On this note however, it is equally important to note that with particular reference to our traders in Brighton Square, and other local small & medium size businesses operating in the Old Town area, that are operated predominantly by Brighton & Hove residents, it is very difficult to establish the adequate level of bargaining power over suppliers to have them deliver at times preferable to the trader. Our traders in Brighton Square and Meeting House Lane inform us that they are typically inclined to fall in line with the delivery time that they are given by any supplier, at risk of not having a delivery arrive at all! We therefore have to take serious consideration to this when addressing delivery issues in relation to the traffic flow proposals. Furthermore, with our ownership including a private underground car park at present, accessed from Brighton Place (with circa 50 spaces that are let on short term licences), we clearly have interest in the potential methods for controlling access within these traffic flow options and I look forward to learning more about these methods in due course. We would welcome further discussions with the council as and when matters progress in this respect.

As I am sure you will appreciate, all of our traders have specific opinions depending on their own experiences and some will differ slightly from others, particularly those located on Brighton Place and Meeting House Lane, in comparison to those located in Brighton Square

itself; however they all share the same general view, which has been represented in their letter of 22.06.2012.

In respect of Centurion Group's views (aside of our specific responsibilities as a landlord), I believe Brighton & Hove is 'heading in the right direction' through exploring these proposals, however there are certainly some amendments to be made, and perhaps greater thought to be drawn to the utilisation of any pedestrianized space that is created through one the proposals in question, or indeed any proposal resulting in semi or full pedestrianisation; which may in turn help to justify the need for it, to those that are not fully supporting the initiative at present. Our thoughts are outlined below:

Option A presents probably the most drastic change to the lanes in terms reduction in traffic volume; but due to the high number of vehicles that would be required to access these areas for business or residence, it may be very difficult to efficiently manage and police. It would also be interesting to know how Brighton Town Hall is expected to efficiently maintain business for weddings and ceremonies with this closure in place. We welcome further ideas in relation to how this could perhaps be implemented. Option A is likely to provide (particularly for A3/A4 occupiers) the opportunity for increased outside 'alfresco' space; but this must be efficiently managed, to take into account the requirements of emergency services, refuse, delivery and business owner / resident access via the road. With this said, would it be the council's intention to consider changes in policy in relation to the balance of planning use classes for the pedestrianized roads, to promote and draw greater critical mass into these spaces. A good example of this is the work carried out by Horsham District Council in West Sussex in East Street, Horsham; which has subsequently resulted in a complete turnaround in use classes from A1 to predominantly A3; but has arguably provided a draw to Horsham and thus a solution for the area. Has the council explored any street activity / entertainment initiatives for a pedestrianized streets? As it would, at present, be solely a reduction of traffic and no increase in alternate activity to replace this (other than perhaps greater footfall, although this is unlikely at first). On this note, is the council able to provide information on the forecast costs of this Option at this time? It is difficult to scrutinise two proposals without the factor of cost included in the decision.

Option B in our opinion is not likely to reduce the overall vehicle flow as stated and if anything it may increase the intensity of traffic travelling through either Middle Street, Duke Street and Ship Street or Black Lion Street, the eastern part of Prince Albert Street and Little East Street. We believe that the pedestrianisation of Boyce's Street is certainly justified and presents great assistance to businesses on that road through increased footfall that will be resulting from this. A great concern is the volume of traffic likely to be apparent in Black Lion Street, through the increased numbers of vehicles entering the car park from this road and from the increased volumes of traffic entering the Black Lion Street, Little East Street 'circuit' through the Old Town. You might also find a notable increase in congestion at the furthest south end of Ship Street, which is a known difficult junction.

I believe it would be beneficial to see a combination of the two Options with the points raised above addressed, in order to arrive at an acceptable solution for the Old Town.

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Option B presents what would appear to be a reasonable level of access for vehicles but may not appropriately address the needs of those on foot and bicycle. It might therefore be prudent to narrow the roads that potentially are going to be open to vehicles, to provide wider pavements for those on foot and bicycle (with allocated loading bay areas and delivery times / appropriate guidance throughout the routing); therefore still promoting the overall increase in footfall throughout the entire Old Town area and also improving any prospective pitch for retailers. It is also apparent that North Street has not been addressed at all and this provides many important entrances and exits from the Old Town area, particularly from and to the gateway that is Brighton Station (which as we know is also undergoing traffic flow review and should involve some 'joined up thinking' with these proposals). With reportedly 4,000 movements a day (mainly from bus services), it is not an attractive boundary to the Old Town and it would be beneficial to address issues here. It is however noted and welcomed that the entrance to Ship Street from North Street would be closed, which does indeed help to reduce traffic flow; one would also go so far as to encourage vehicles exiting the NCP car park (accessed from Church Street) to use the Church Street exit, rather than the exit into Kings Street, which means that they subsequently contribute to the North Street traffic levels.

I look forward to hearing how Brighton & Hove City Council is looking to progress plans in the Old Town and once again I emphasise the fact that we welcome the good intentions within these proposals and see that, with some relevant amendments and stakeholder concerns addressed, it could be of great assistance not only to the traffic flow within the Old Town, but also to improving the quality of live and potential for improved business operations within this area. As you will know, Centurion Group is committed to improving our asset holdings in the Old Town and have a strong dialogue open with the planning department of the council on this at present.

I am always willing to discuss any points in greater depth (in my capacity at Centurion Group and indeed through Brighton & Hove Economic Partnership) and hope that you see the points raised above to be a positive scrutinisation, which is what we have intended to provide on these proposals, that show some true potential.

Yours faithfully,



Ed Allison-Wright
For and On Behalf Of
Centurion Group
01273 434103
ed@centuriongroupuk.com

cc Cllr Jason Kitcat

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5) Brighton Media Centre

RE: THE OLD TOWN TRAFFIC IMPROVEMENT PROPOSALS

As a business operator in this area of the City, we see and experience all that goes on in the way of access for all. We have seen how there has been a gradual closing down of the few roads in the Lanes and adjoining areas, and seen how this has created serious problems for all those living and working in the area. Even now, without these proposals in place, there is regularly a kind of thrombosis sets in, whenever there is a delivery vehicle or a taxi (typically) needing to stop in the road to carry out its mission. This leads to tailbacks, increased pollution, and delays already, so that vehicles are detained far longer than would previously have been required. That means that pedestrians and cyclists have to find their way around those stationary vehicles and their fumes.

By increasing the blocked-off sections, this can only deteriorate.

It may also have been overlooked, but the Lanes etc are certainly places where inhabitants of Brighton, and visitors, love to go and walk around.... yet the only reason that they wish to do this is because of the variety of businesses that are there for them to visit. If the supplying of those businesses is curtailed any further, there is clearly going to be a Law of Diminishing Returns taking effect, and the shops and offices etc will become less desirable, and frustration will increasingly build up.

At present, it is hard enough for these essential supplies to get in, and waste etc removed.

I would strongly recommend that these proposals are set aside, and the real needs to= fop all the users are taken into account.

One possible proposal would be to turn the existing roads into multi-user areas, just as was done in New Road – this would still allow traffic to move slowly through, and would increase the efficiency of delivering etc, and possibly reduce the waiting times for everyone. However, this would be very expensive to replace all the surfacing, and frankly, there are many more important things for the Council to spend its meagre funds on, that are for more deserving of priority.

So this is a plea to at least keep things as they are for now – there isn't such a problem that it needs more meddling!

Don Elwick
Brighton Media Centre

6) Madame Geisha

Olivia Reid

From: ji@madamegeisha.com
Sent: 03 July 2012 20:56
To: Olivia Reid
Subject: Re: EAST STREET

Hi Olivia,

Out of the 2 options I am definitely in support of Option B, however am slightly concerned about East Street being closed off for the following reasons:

- Not having any vehicles on streets coming through East Street as normal will probably encourage pedestrians to mingle on and off the streets and make it their during the late/early hours.
- Concerned that taxi drivers will still drive down dropping / picking people up as it will create disturbance but also a health hazard for the above.

That's it really. Hope all is well with you.

Regards,

Ji Park
General Manager

Madame Geisha
75-79 East Street • Brighton • BN1 1NF
t: +44 1273 727494 m: +44 7765 68648



From: Olivia Reid <Shop@terreaterre.co.uk>
Date: Tue, 3 Jul 2012 06:49:00 -0700
To: Ji Park <ji@madamegeisha.com>
Subject: RE: EAST STREET

Hi Ji

Please let me know if you wish to be added to the s list regarding supporting: Option B of the 'Old Town Traffic Improvement Proposals'.
Email confirmation is sufficient.

The consultation deadline is fast approaching.
Kind regards,

Olivia

Olivia Reid

Marketing & Communications Manager
Terre à Terre

7) East Street Businesses - Various

Business	Address	Name	Signature
INDIAN SUMMER	69 EAST ST BRIGHTON	P. SPADI	P. Spadi
SCOOP & CREAMS	586 EAST ST BRIGHTON	J. DICKSON	J. Dickson
TATTOO TEA	71 EAST STREET	P. TATTLER	P. Tattler

Additional Comments:

1. Need Bike Racks
in East Street Area
as currently lots locked
to lamp posts

Old Town Traffic Improvement Proposals

Q 1 Are you:

A number of businesses on East Street (lower) – to include a list of all businesses supporting this proposal

Q 2 of the two traffic proposals, which is your preferred option?

Option B

Q 3 if access to the Old Town was restricted, would you prefer

b) Vehicles requiring access are only permitted in the Old Town at certain times of the day, or days of the week.

Ideally East Street closed between 11-7 pm every day.

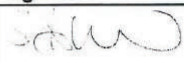
Access allowed before 11 for deliveries etc.

Access after 7pm for taxis and cars etc.

Q 4 further comments

- Request for clarification on the = symbol used in plans. Closed with access?
- Will there be bollards? If yes to bollards, what will be the specification of these bollards?
- Will it be one way Bollarding?
- (Disabled and unauthorized parking within a pedestrianised hours) - If parked within the closed area just before 11 and after, will they be fined/ removed etc? Note this happens on George Street frequently.
- Question re: tables outside on pavements. Are they allowed? Will each premises need to apply for a licence?
- Taxis can access from the taxi rank and leave via kings road even if road is closed off at Jones the shoes shop, Is this an issue?
- Add to future proposal – look at possible market or event usage of East Street.

'I support the above proposal'

Business	Address	Name	Signature
Lola Lo	Unit 2 75 - 79 East St BN1 1NF	Saadia Ahmad (Co. Secretary)	

8) Food for Friends

Tom Campbell

From: Food for Friends [info@foodforfriends.com]
Sent: 04 July 2012 09:09
To: Old Town
Subject: Old Town Traffic Improvement Proposals

Dear Sir or Madam

I am the owner/manager of Food For Friends restaurant in Prince Albert Street. Having traded in the Lanes for many years I understand the issues with traffic in the Old Town very well. Recently I have have damage to the front of the restaurant and my signage many times as result of large lorries coming up Black Lion Street and trying to turn into Prince Albert Street. I have seen them hit my 'A-boards' on the pavement, I have seen them running over plant pots on the pavement, I have seen them nearly running over pedestrians and I have seen them getting stuck and holding the traffic up for hours. Your proposed Option B will make this problem even worse as ALL the traffic to Prince Albert Street and Bartholomew will be forced through Black Lion Street. Most traders I have spoken on Prince Albert Street are in favour of Option A for a number of reasons:

- Option A will make the old Town a more attractive place for visitors and shoppers and therefore would benefit local businesses.
- Local businesses would like deliveries allowed before a certain time in the day within the constraints of Option A
- Option B is half-hearted and would NOT achieve what the Council and local businesses would want for the area.

Please could you pass these comments on if appropriate.

Kind Regards
Ramin Mostowfi

Food for Friends
17-18 Prince Albert Street
Brighton, East Sussex
BN1 1HF

Mob: 07818 057176
Tel: 01273 202310

9) John A Tuffin & Co LLP Chartered Accountants



176
JOHN A TUFFIN & Co LLP
CHARTERED ACCOUNTANTS

12 - 13 SHIP STREET • BRIGHTON • EAST SUSSEX • BN1 1AD

TEL: 01273 202071 • FAX: 01273 327872

EMAIL: JAT@JAT.CO.UK • WWW.JAT.CO.UK

YOUR REFERENCE:

ROGER Q. A. TUFFIN A.C.A., T.E.P., F.I.P.W.
PETER J. TUFFIN F.C.A., F.I.P.W.

OUR REFERENCE:

RT/Ctr/

15th June 2012

Environment Initiatives
Brighton and Hove City Council
Room 501, King's House
Grand Avenue
Hove
BN3 2LS

Dear Sirs

Old Town Traffic Improvement Proposals

I am responding to the consultation on behalf of my firm who have an office and car parking at the rear of our building at 11/13 Ship Street, Brighton, BN1 1AD.

Option A

We have daily need for vehicular access to our premises as do many of our clients. Arranging for access by the use of barriers, CCTV or permits would place an enormous administrative burden in enabling persons who need infrequent access to have access to our premises.

Furthermore, frequently Middle Street/Duke Street is blocked. Closing the entry point for Ship Street at North Street, would mean that there would be times when we (or our clients) would be unable to obtain access to our building. Closing the North Street/Ship Street junction would also mean that it would not be possible for access by the Emergency services when Ship Street is inaccessible through Middle Street. It could also have the effect of increasing the volume of traffic on Kings Road.

We would not therefore be in favour of Option A

Option B

Permanently closing the junction of North Street and Ship Street, which has been considered by the Council in the past and rejected, would pose similar problems for access to our premises as discussed in option A above. In addition, permanently closing Prince Albert Street would provide issues for deliveries to premises in that Street, and prohibit access by Emergency Services.

We would not therefore be in favour of Option B

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Other Alternatives

Clearly, many of the vehicles entering the Old Town area will be Taxis collecting or dropping off passengers. Placing signs "For Access Only – no off street Parking (other than disabled parking)" at the junction of Middle Street/Kings Road and North Street/Ship Street and removal of the on street parking (other than disabled parking) in Middle Street/Duke Street/Ship Street would probably deter much of the other through traffic that presently "leaves within 5 minutes", presumably looking unsuccessfully for on street parking. It would also enable road users with a genuine need to use the highway to have access to premises and would make the area more pleasant for pedestrians.

Yours faithfully



ROGER Q A TUFFIN
JOHN A TUFFIN & CO LLP

10) Paul Goble

Tom Campbell

From: paul goble [paulgoble1@yahoo.co.uk]
Sent: 04 July 2012 15:14
To: Old Town
Subject: Old town traffic improvement proposals

To whom it may concern,

I am writing to oppose both options you propose regarding the old town. I am a shop owner and need constant access to my shop and our private parking. I understand you will grant this access but please see my concerns below:

The access would be the same and only access to the popular Lanes Car park therefore this would increase the amount of traffic passing through the one street, therefore more congestion and pollution in one concentrated area.

Queues will be long to gain access, resulting in more traffic especially along the seafront.

You state 40% of people wanting access only stay for 5 minutes, I would like to know where you obtained this number, as there are plenty of permit holders and car spaces that are constantly in use. Where due you propose these car spaces to be replaced? As there is obviously a need for them daily.

Permit holders have paid for the privilege to park in these bays will the price for a permit be reduced as the options of spaces are reduced?

I hope you take these concerns into consideration.

Kind Regards
Paul Goble

11) Ship Street, Ship Street Gardens and Middle Street Residents' Association

Tom Campbell

From: Tony Pol [tonypol@visionantics.co.uk]
Sent: 05 July 2012 14:46
To: Tom Campbell
Subject: Old Town Traffic Proposal

Mr. Anthony D. Pol
Ms. Carol D. Smallwood
Ansel Smallwood Pol
Rafael Smallwood Pol
5, Ship Street Gardens,
The Lanes,
Brighton,
BN1 1AJ

Tel. Day 670699
Tel Eve 727060

04/07/2012

Tom Campbell
Old Town Traffic Improvement Proposal Team
Environment Initiatives
Room 501 King's House
Brighton and Hove City Council
Grand Avenue
Hove
BN3 2LS

Dear Sirs,

Having met with members of our resident's association on Monday we agree unanimously that neither of the two proposed options are acceptable since they both include the closing of Ship Street from North Street and the closing of Boyce's Street. The opinions of Old Town residents have not changed since the closing of the North Street entrance to Ship Street was first suggested in the road safety proposals of 2008. But now the suggested closing of both an entrance and exit to the Old Town would result in an effective strangling and asphyxiation of residents.

Closing the north of Ship Street and limiting vehicular access to the Old Town to King's Road alone would have all the negative effects we explained in our letter of 2008 entitled 'The Distinctly Non Green Option', the closing of Boyce's Street would be a final nail in our coffin.

Kings's Road has for many years been one of the most polluted traffic arteries in the South of England. Forcing all vehicles entering The Old Town to do so solely from King's Road would mean all residents', maintenance, delivery and emergency vehicles would have to join the sea front traffic which is frequently gridlocked: resulting in a huge increase in the already excessive CO2 emissions, vastly increased journey time, increased dissatisfaction of visitors and shoppers queuing for car parks, and the compromising of the response time of accident and emergency services.

Paving Boyce's Street and closing it to traffic would also massively increase journey times for residents and people using the car parks in Middle Street.

Aside from leaving all traffic access in the Old Town 'as is', Nick, the owner of The Coach House Restaurant Bar on Middle Street, suggests one reversal in traffic flow which would actually improve traffic access for residents and services. Traffic flow in South Street should be reversed which would mean that vehicles traveling south down West Street could turn left into South Street and then enter Middle Street without having to enter the jams on King's Road thus avoiding an

unnecessary increase in CO2 emissions.

Informed residents who drive know full well that at congested times the area can be reached by driving up Church Street, left into Portland Street, left into North Street and then right into Ship Street. These roads are hardly ever congested. A vehicle in motion is infinitely less polluting than one at a standstill in traffic on the seafront.

Ship Street and Middle Street are, of course, 'vital roads for vehicular access to businesses' garages and, in our case, disabled access since two of our family are disabled.

Regeneration of the Old Town Area is a very laudable aim but planners and green councilors must ensure that by tightening, constricting and eventually cutting off entirely the town's last remaining traffic arteries they do not create a very sick environment. Jason, our Green council leader has stated that, 'Green thinking is such a positive, joined- up way of looking at the world.' The impact of increased CO2 emissions which would be generated by the suggested traffic and pedestrianisation plans must be fully recognized in any plan that truly considers all relevant connections. Both the proposed options rather than presenting any joined up thinking continue to present divisions, dislocations and disconnections in and of the Old Town: its future evolution should be guided in great part by those who live within it.

Neither of the two 'proposed improvements' are acceptable at all since they would both limit functional access to the Old Town so radically that they would literally cripple it and hold it in a dense ring of pollution.

Mr. Anthony D. Pol

Ms. Carol D. Smallwood

Co-Chairmen Ship Street, Ship Street Gardens and Middle Street Residents' Association

12) Ship Street Surgery

12/07/2012

Tom Campbell

From: Stemp Mike (BRIGHTON AND HOVE CITY PCT) [mike.stemp@nhs.net]
Sent: 06 July 2012 12:05
To: Tom Campbell
Cc: Adolfo Gracia
Subject: Old Town Improvement Proposals

Dear Tom,

Further to my call to your office earlier this week we have reviewed the Old Town Improvement proposals and wish to provide the following response.

Ship Street Surgery provides NHS services for patients in the City Centre. We also host the central MSK service, for patients across the Brighton and Hove coming to the practice to see a consultant Physiotherapist for Muscular Skeletal and Knee problems.

To maintain these services it is essential that patients have full access to the practice. Patients with mobility issues will come to the practice by car or taxi and be dropped off in front of the surgery, and sometimes require assistance to alight in or out of vehicle.

Our preference is either Option B with clear communications to patients or C leave it alone.

The surgery is open 8:00am to 6:00pm Monday to Friday and has a late opening from 6:00-7:30 pm every Wednesday. We therefore require full access for our patients at these times.

Please note, we have a private car park in Black Lion Street from which clinical staff need 24 our access for example, when making a home visit to patients.

Kind regards,

Mike Stemp

Practice Manager
Ship Street Surgery
65-67 Ship Street
Brighton BN1 1AE
Tel. 01273 778622

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13) Regency Leisure Arcade

Regency Leisure Arcade
63-64 West Street
Brighton
East Sussex
BN1 2RA

Mr Tom Campbell
Project Manager of Transport Planning and Policy
Room 404
Hove Town Hall
Norton Road
Hove
East Sussex
BN3 4AH

29th June 2012

OPPOSITION

TO THE APPLICATION TO CLOSE BOYCES STREET, BRIGHTON

Dear Tom,

Thank you for taking to time to chat through the above proposal last week.

Please find listed below our reasons for opposing the road closure of Boyces Street, Brighton. The easiest way to present our views is in the following format:

CONS:

1. Very heavy traffic congestion from both domestic and commercial traffic will result if Boyces Street were to close. Due to road closures around the area, such as no access to North Street when travelling from Middle Street coupled with the recent closure of the road that runs through the lanes and out onto the main seafront road. In conjunction with the proposal to close the road that runs alongside Brighton Town Hall means there will be fewer exit points for all traffic around this area. By closing off more and more exit routes, a bottle neck of traffic will result causing delivery drivers and businesses extreme frustration and delays when trying to take deliveries, get rid of their waste and generally operate within accepted parameters for successful trading.

2. Having a substantial number of large delivery lorries with fewer points of exit around this very busy area is, in our opinion, an accident waiting to happen, large lorries reversing, stopping and starting does not mix well with the level of pedestrians and tourists who visit this very desirable part of Brighton. Currently, Boyces Street provides an easy exit onto West Street for all traffic to either get back onto the seafront or travel north and out of Brighton thus easing congestion, helping to keep the traffic flowing.
3. We are extremely concerned that we will be unable to let three rental properties, vital for the residents and the student population who rely on good rentals, conscientious landlords and a suitable place to live. The aim of the Coal Shed and Fiddlers Elbow management is to apply for a license to be able to serve alcohol to the tables outside their premises, making the letting potential less desirable.
4. Promoting a drinking culture on the doorstep of an inner City primary school appears to disregard the needs of the school children. As the children play in the playground at lunchtime, raised voices, cigarette smoke and general adult banter fuelled by alcohol are likely to invade the playground. In our opinion, these two social groups do not mix well when both have the opportunity to be outside and within earshot.
5. Currently, Boyces Street is used as a very effective walk way for pedestrians as well as all types of traffic. No doubt, if the road were to be closed off this would create a bottle neck for pedestrians. Establishments in favour of having the road closed would inevitably take the maximum space available to them, cordon off their own areas with either chairs, tables, ropes, outdoor plants or anything else that could be used as an effective demarcation for their respective plots. Boyces Street is already narrow; anything added to narrow it further would look cluttered, untidy and create a bottle neck for pedestrians. Later on in the evenings, Boyces Street serves as a useful short cut for pedestrians who have enjoyed early drinks in the bars and clubs on West Street. In its current arrangement, provides an easy and effective access and exit routes for revelers to

make their way towards the lanes and beyond without the minimum of disruption and without having to negotiate their way around chairs and tables.

6. A huge number of parents use their vehicles to collect and drop off their children at Middle Street Primary School located on Boyces Street, inevitably there are always parents who for whatever reason need to use their vehicle to collect their child from school. We have been witness to this on many occasions and firmly believe should Boyces Street be closed this will add further congestion around school pick up and drop off times, increasing the danger for both children and parents.
7. We, as a family business have been located in West Street, Brighton for more than 30 years, having opened in 1981. During this time we have needed to access our business premises throughout the day and evening without interruption in order to run our business responsibly. This means planning errands and using Boyces Street in a manner which does not have an adverse affect on pedestrians and traffic. We have done this very well and respectfully since 1981.
8. Should Boyces Street close to traffic, there will be no access to park our Smart Car on our own premises. Currently, we are able to use the side entrance of our business, situated on Boyces Street, for the discreet and secure removal of money to bank which enable us to comply with our specific insurance requirements.

PROS:

1. To financially benefit those who are behind the proposal by bringing their businesses out

into the street. The main proposers coming from the same property owner (Fiddlers Elbow

and their tenant, who runs The Coal Shed). Please note, the tenant of the Coal Shed has

been trading for approximately six months and appears to want to extend his business

potential at the cost of many other long established businesses who have used the street

for its deliveries and through way successfully and responsibly for many, many years.

CONCLUSION:

We are sure you agree that listed above are eight important, comprehensive and valid reasons why we are opposed to the proposal to close Boyces Street.

In our opinion there seems to be a huge divide between the purpose for closing Boyces Street. On one hand a few business's in the street have everything to gain and on the other, many, many established businesses including ourselves which rely heavily on clear access around the old town would be significantly disadvantaged if we are unable to use the road to manage our business effectively.

We appreciate your help in this matter. Should you require further clarification or information on any points mentioned please do not hesitate to get in touch. We await confirmation of receipt of this letter.

Yours sincerely,

Charles Heal & Jason Heal

Directors and Owners of:

Regency Leisure Arcade, 63-64 West Street, Brighton, East Sussex

62 West Street/Boyces Street, Brighton, East Sussex

14 Boyces Street, Brighton, East Sussex

15 Boyces Street, Brighton, East Sussex

16 Boyces Street, Brighton, East Sussex

14) Bricycles



2 Glovers Yard
121 – 123 Havelock Road
Brighton
BN1 6GN

9 July 2012

Tom Campbell, Project Manager,
Brighton & Hove City Council,
Hove Town Hall, Norton Road,
Hove BN3 3BQ

RE: Old Town Traffic Improvement Proposals

Dear Tom,

I am responding to the on-line consultation on behalf of Bricycles (the Brighton and Hove cycling group) and Brighton and Hove CTC.

We support traffic reduction and traffic speed reduction. We prefer Option A as we believe this is more likely to enable cycling and walking.

We note that the consultation document includes the following statement on page 2:

Cycling

The proposed road closures will not apply to cyclists. As part of the detailed design 2-way cycling will be considered for each road within the Old Town.

We strongly believe that 2-way cycling needs to be in place in all streets. We would like assurance that 2-way cycling will be possible on all streets, because "consideration" of 2-way cycling sounds as though there is some doubt that it will be in place.

We would like to raise a point about Question 4 in the questionnaire which asks:

Q4 Would you support the pedestrianisation of Boyce's Street?

There are only yes or no options. We would like to suggest that this kind of question should be rephrased along the following lines:

Q4 Would you like to see Boyce's Street being made traffic free?

The reasons for this are clear. Why include cycling in a restriction which is essentially about motorised vehicles? Is it specifically necessary to exclude cyclists, or is it simply that "pedestrianisation" is a more familiar term?

Please send an email acknowledgement of this letter. Please keep us informed of progress on this consultation.

Thank you,

Yours sincerely,

Becky Reynolds
Bricycles Campaigns Officer and Bricycles News Editor - www.bricycles.org.uk
CTC Right to Ride Representative, Brighton and Hove www.communicate.co.uk/sussex/ctcbrighton

Fax / Tel: 01273 552662

Page 1 of 1

becky.reynolds2@btinternet.com

16) Taxi Forum

Tom Campbell

From: claire.ottewell@engagesolutions.org.uk
Sent: 21 May 2012 19:45
To: Tom Campbell; David Parker
Cc: nick.mosley@sharpmediagroup.co.uk
Subject: RE: Old town

Dear Tom & Dave,

Many thanks for inviting me along this morning, its very important to the Tourism Alliance that we work with the Council for the greater good of the Industry and I found the meeting very useful.

After the meeting ended I had a brief chat with Andy and Tony and the following points came out of it, which I hope you will find useful:

- 1) Boyce Street needs to remain open to taxi drivers in order for them to operate and maintain an effective and affordable service
- 2) Ship Street needs to remain open to taxi drivers so they can service the hotels and other key tourism businesses there
- 3) Albert Street needs remain open to taxi drivers

If I had to put my money on one of these I'd say Boyce's Street is the most critical to them with Ship Street coming a very close second. Everything else is negotiable and they're not disputing the removal of private 'visiting' vehicles.

This will greatly enhance the area by providing more pavement width and only having requested vehicles present. There will only be pre-booked taxis or drop offs, foot customer can be directed to the well placed ranks on the outside of the area.

I believe if the traffic flow was better managed across the City, thus vastly improving the traffic flow on West Street then the above closures could be reviewed in the future. The Radion Transport Project I am trying to get off the ground with VisitBrighton would solve these problems. The key consideration now and in the future is to ensure we're able to offer an attractive taxis service.

No one can challenge the notion of improving the entire tourism experience in this sector of the City, however a key part of our offer has to be (in this very wet Country) immediate access to taxi transport.

I am concerned that given the problems the Industry is now facing with these enormous parking charges adding another transport issue into the mix is going to cause a lot of damage. Along with the poor weather the Industry needs all the support it can get.

Given that 1800 local individuals are working within the taxi industry we need to protect their incomes. So many of the workers are using this as a means to fund their degrees and make up an important part of our student economy.

On behalf of the Tourism Alliance with many members in this central part of the City I believe the best solution would be to turn the area into something akin to the very successful New Road. I appreciate there just isn't the funds to do this in the short term, perhaps this can become a long term goal. Indeed if the way Tourism is managed in the City, reference the recent Destination Management Organisation Event, that goal may be achieved in a shorter time frame with a combination of public private funds.

Please advise when the consultation has gone 'live' and I will ensure it's

publicised within the Tourism Alliance and that you get the responses you need to make an informed decision.

Kind regards

Claire



Disability Access in the Old Town

This report was produced jointly by Brighton & Hove City Council and the Get Involved Group. A site visit was carried out in August 2012 and this report details the locations within the Old Town that were identified as in need of access improvements.

1. Dropped kerb required on Prince Albert Street outside Wooley Bevis Diplock



2. Dropped kerb required by disabled parking space on Prince Albert Street.

3. Dropped kerb required on Prince Albert Street outside England At Home.



4. On Ship Street. Dropped kerb opposite new sweet shop is usually parked on.



5. There is a general lack of dropped kerbs on Ship Street (north) / Prince Albert Street.

6. Dropped kerb required on east side of Middle Street opposite Middle Street School. Currently this means wheelchairs are confined to the west side of Middle Street.



7. Boyces Street. Dropped kerb required at the back entrance to Yates.



8. Boyces Street. Pavement too narrow at west end for wheelchairs.

9. Middle Street. Dropped kerb at middle St / Boyces street junction (outside choccywoccydoda) is not good, hard for wheelchairs to use it.



10. Middle Street. Dropped kerb required at Middle Street / South St junction. Currently forces wheelchairs on to road.



11. Prince Albert Street. Dropped kerb required outside Friends Meeting House.



12. Ship Street. The southern end of the Old Ship car park needs a dropped kerb.



13. Kings Road near Thistle car park entrance. Tactile paving leads to a step. Dropped kerb required.



14. Little East Street. Drainage gully makes it hard for wheelchairs to cross.



15. East Street. Dropped kerb is in loading bay near Kings Road junction. So vehicles often obstruct dropped kerb.



16. East St / kings Road junction. Possible obstruction by tables outside Time Out café.

