





**Brighton & Hove  
City Council**

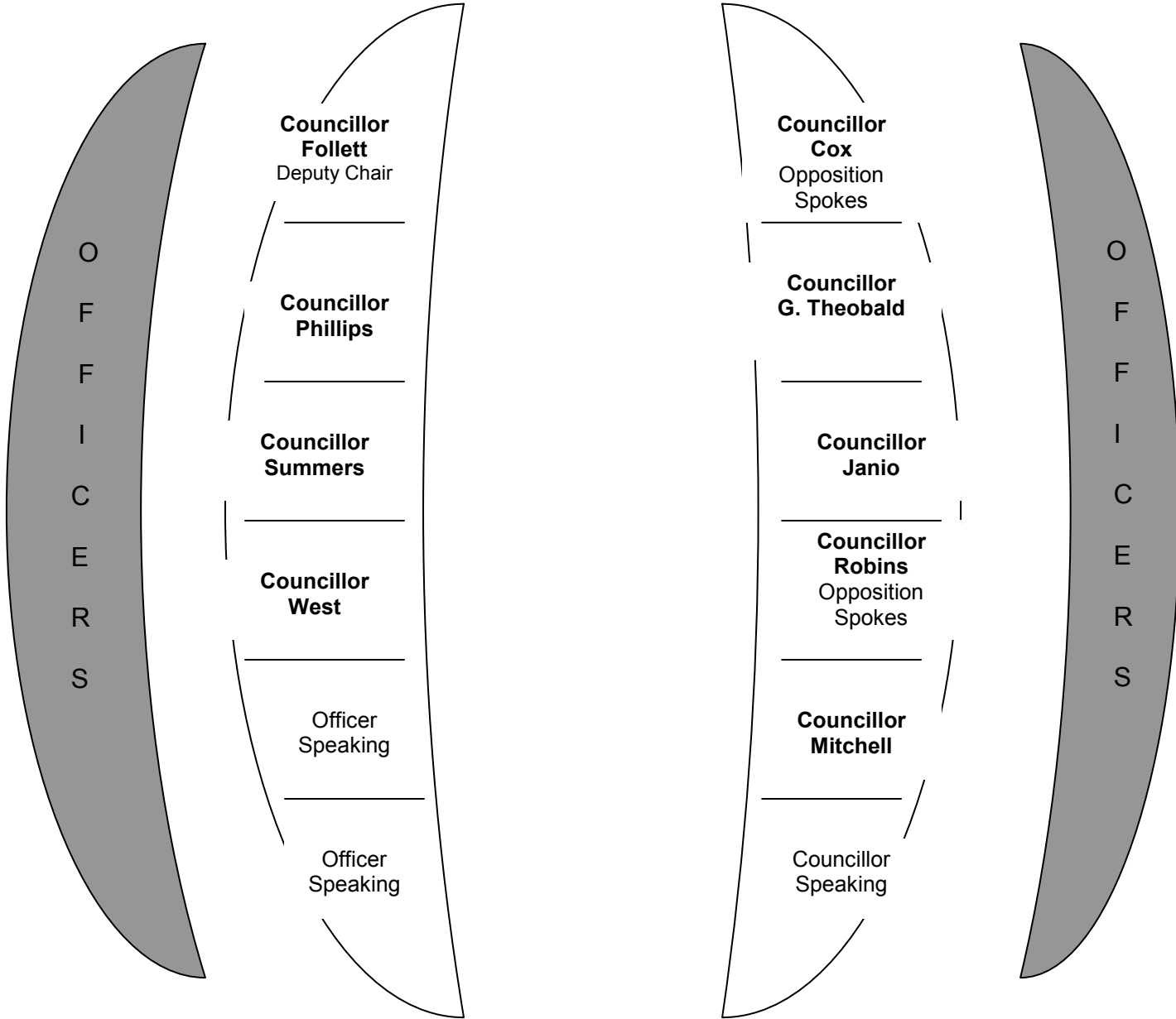
# Transport Committee

Title:	<b>Transport Committee</b>
Date:	<b>5 March 2013</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Davey (Chair), Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Kennedy, Mitchell, Phillips, Robins, G Theobald and West
Contact:	<b>John Peel</b> Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk

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Democratic Services: Transport Committee

Legal Officer	<b>Councillor Davey</b> Chair	Strategic Director Place	Democratic Services Officer
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## AGENDA

### PART ONE

Page

#### 58. 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.*

#### 59. MINUTES

1 - 22

To consider the minutes of the meeting held on 15 January 2013 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

## TRANSPORT COMMITTEE

### 60. CHAIR'S COMMUNICATIONS

### 61. CALL OVER

- (a) Items (64 – 65) 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.

### 62. PUBLIC INVOLVEMENT

23 - 24

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.
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 26 February 2013.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 26 February 2013.

### 63. ITEMS REFERRED FROM FULL COUNCIL

25 - 26

Item referred from the last meeting of Full Council held on 31 January 2013 (copy attached).

### 64. MEMBER INVOLVEMENT

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

### 65. VALLEY GARDENS

27 - 62

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Jim Mayor

*Tel:* 29-4164

*Ward Affected:* All Wards

### 66. AWARD OF ON-STREET PARKING MANAGEMENT CONTRACT

63 - 68

Report of the Strategic Director, Place (copy attached).



## TRANSPORT COMMITTEE

Contact Officer: Paul Nicholls  
Ward Affected: All Wards

Tel: 29-3287

### 67. ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to the 28 March 2013 Council meeting for information.

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

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.

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

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

Date of Publication - Monday, 25 February 2013



**BRIGHTON & HOVE CITY COUNCIL**

**TRANSPORT COMMITTEE**

**4.00pm 15 JANUARY 2013**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Davey (Chair), Councillor Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Kennedy, Mitchell, Phillips, Robins, G Theobald and West

**Other Members present:** Councillors Hawtree, Lepper

**PART ONE**

**40. PROCEDURAL BUSINESS**

**40(a) Declarations of substitutes**

40.1 There were none.

**40(b) Declarations of interest**

40.2 Councillor Theobald declared a pecuniary interest in Item 51 related to his ownership of property in the specified area and would leave the Chamber during consideration of the item.

40.3 Councillor Janio declared a non-pecuniary interest in Item 54 as a member of his family held a traders permit.

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

40.4 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(I) of the Act).

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

**41. MINUTES**

- 41.1 **RESOLVED-** That the minutes of the previous meeting held on 27 November 2012 be approved and signed as the correct record.

**42. CHAIR'S COMMUNICATIONS**

- 42.1 The Chair relayed that he had no specific Communications.

**43. CALL OVER**

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

- Item 47- Brighton Station Gateway
- Item 48- Seven Dials Improvement Project- consultation results and way forward
- Item 49- Amex Community Stadium residents parking proposals- consideration of informal consultation results
- Item 50- Resident Parking Scheme Consultation results
- Item 51- Old Town Traffic Regulation Orders
- Item 52- Brighton & Hove 20mph Limit- formal SLO consultation
- Item 53- City Wide Parking Review
- Item 54- Parking Fees and Charges Update
- Item 55- Highways Fees & Charges 2013/14

- 43.2 The Democratic Services Officer confirmed that the Items listed above had been reserved for discussion; and that the following reports on the agenda with the recommendations therein had been approved and adopted:

- Item 56- Introduction of payment for parking by mobile phone

- 43.3 The Chair proposed that Item 51 and Item 52 be brought forward in the agenda order and considered as the first and second items. The Committee was in agreement with the proposal.

**44. PUBLIC INVOLVEMENT**

**(a) Petitions**

**(i) Implementation of the 20mph Phase 1- Amgad Mechaeli**

- 44.1 The petitioner did not attend the meeting therefore, the response was provided in writing and is set out below.
- 44.2 'No decision has as yet been taken as to whether or not Phase 1 of the 20mph scheme will be implemented. The scheme is due to be debated and considered at this evenings meeting.

Consultation with the taxi trade has been undertaken on the detailed proposals for the Phase 1 of the 20mph scheme.

Meetings were held between officers and representatives of the Taxi Trade to discuss the detailed proposals of the phase 1 area on, 26<sup>th</sup> November, 10<sup>th</sup> December 2012, and 9<sup>th</sup> January 2013. I personally attended the meeting in December along with my deputy Cllr Follett, I also attended the January meeting.

In addition officers attended the Taxi Forum on 6<sup>th</sup> December where the Phase 1 proposals were discussed in detail and issues raised by members of the forum were considered and noted for investigation.

The concerns and objections of the taxi trade have been recorded and investigated by Officers and will be considered as part of the report being presented to this Committee'.

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

**(d) Deputations**

44.4 Mr Crowhurst presented a Deputation on behalf of the North Laine Community Association that set out their objection to the re-location of a taxi rank on Fredrick Place under the Brighton Station Gateway proposals.

44.5 The Chair provided the following response:

'Thank you for your Deputation Mr Crowhurst. We do understand residents concerns. I know that it may seem strange that the current proposal features a potential taxi location that was not included on a list of possible sites in 2011.

As I'm sure everyone will agree, finding a suitable location for taxis in the vicinity of Brighton Station is a challenge. Over the years there have been discussions about alternative locations. Various potential locations have been suggested – some more viable than others. The analysis you refer to from 2011 sought to gather all the options suggested by that point and sort the impractical ideas from those that had merit for further consideration.

Frederick Place had not been considered as an option at that point and so was not included in the analysis. The possibility of a taxi rank in Frederick Place was established in early 2012 and was included in the public consultation that ended in June 2012.

I am confident that there is a general recognition of the need to improve the environment around Brighton Station. As part of the process of achieving this goal, we have a collective responsibility to identify the best possible arrangement for taxis, and to do that our decision has to be based on the merits of an option rather than the date it was proposed.

For the sake of clarity and fairness, I should also state that the most recent consultation process has seen some members of the North Laine community express support for or ambivalence to the Frederick Place proposal. Like any proposal there are views for and against.

The recent consultation process has seen a number of concerns raised about the implications of placing the taxi rank in Frederick Place. Difficult decisions around the future of the station need to be made with care. At this stage I do not feel that officers are yet able to provide definitive answers to all the concerns raised during consultation. On that basis we asked officers to carry out more work to study in detail the traffic movements around the North Laine area which as you are aware they have been doing over the last few weeks.

The recommendation before the committee today is that the project team should have more time to complete that work and consider and provide definitive answers to the concerns raised by residents. That to me seems a sensible way forward. That will allow a future Transport Committee to make an informed decision as to the best way forward. Whilst not the definitive response I know that you are seeking I hope it does provide some reassurance to residents’.

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

**45. ITEMS REFERRED FROM FULL COUNCIL**

**(a) Petitions**

**(i) Side view pedestrian lights- Ms Paynter**

45.1 The Committee considered an e-petition signed by 83 people urging the Council to re-consider the roll-out of side-view pedestrian lights for a safer system. The e-petition had been referred from the Full Council meeting of 13 December 2013.

45.2 The Chair provided the following response:

‘As far as I am aware there is no evidence to show that the old far side/pelican lanterns are safer than nearside/puffin lanterns. In fact all of the evidence to date indicates that puffin lanterns are safer as it means people crossing the road need to look towards the oncoming traffic rather than across the road, so they are more aware of potential conflict before they cross. Returning to farside/pelican lanterns will not make any extra time available for pedestrians to cross and will actually lead to increased delays for all road users including pedestrians as these lights are not responsive to useage in their timings Side view only or nearside/puffin lanterns are installed in accordance with the current design advice from the Department for Transport (DfT). With that evidence in mind it would be difficult for the council to defend a decision to ignore the DfT advice on the grounds of safety. We would be left in a vulnerable position legally in the event of any legal action with the possibility of officers/councillors being held individually accountable for changes to the crossing lights. It is possible for the council to ignore this advice if they wish but they will then be called upon to explain that decision in the event of an accident’.

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

**(iii) Cromwell Road parking restrictions- Ms Clarke**

45.4 The Committee considered a petition signed by 222 people requesting the amendment of parking restrictions and the installation of a zebra crossing to improve safety in the area which was close to a school. The petition had been referred from the Full Council meeting of 13 December 2013.

45.5 The Chair provided the following response:

‘Thank you for your petition regarding putting loading bays in Cromwell Road.

I will ask officers to investigate current parking demands and loading requirements in the road and consider the way forward.

I can confirm that the pedestrian crossing request for Cromwell Road to enable better pedestrian access to the Surestart Nursery has been included on the pedestrian crossing request list.

It will therefore be included in the annual assessment 2013/2014 which usually takes place between April and June. The results of the assessment will enable us to determine its relative priority in the 2013/2014 priority list.

This assessment forms part of a new council-approved methodology to determine the priority pedestrian locations. The methodology uses a points scoring system to enable wide-ranging assessment, taking into account both social and environmental factors as well as collision history. Points are awarded for categories such as access to services, green spaces and other trip attractors, road speeds, vehicle and pedestrian movements, accessibility for mobility impaired pedestrians and routes to school.

Assessments are taken annually and the results are published on the Council's website, offering a fair and robust approach to the provision of pedestrian crossing points.

Officers will be in touch regarding the loading bay and whilst the pedestrian crossing assessment will come to this committee later in the year'.

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

**(iii) Seven Dials Improvement Project- Dials North West Community Association**

45.7 The Committee considered a petition signed by 1384 people request the Council to reject the current Seven Dials Improvement proposals which may lead to traffic being diverted onto residential streets. The e-petition had been referred from the Full Council meeting of 13 December 2013.

45.8 The Chair provided the following response:

'Proposals for improvements to the Seven Dials area have been subject to extensive public consultation and were informed by workshop sessions with local people before the consultation took place. The primary aim of the scheme is to improve the road safety problem that currently exists, which consistently means Seven Dials is one of the most dangerous areas in the city.

In response to genuine concerns about displacement of traffic into residential streets and the negative response to this element of the consultation, proposals for changes to traffic flow in Vernon Terrace and Bath St have been removed from the wider scheme. This will allay the concerns of many residents in that area.

The response to the main proposals for the roundabout has been overwhelmingly positive, with respondents voting 2 to 1 in favour of the changes. We acknowledge that there are still concerns about possible rat running in the area to the North West of the Dials, and in light of this officers have undertaken extensive traffic modelling which has confirmed that the proposed changes will not have a significant impact on the capacity of the roundabout. It is considered, therefore, that the likelihood of rat running is low. However, detailed monitoring of traffic levels in 19 surrounding residential streets is currently being undertaken and would be repeated after any scheme has been introduced. If any road is found to have experienced a significant increase in traffic

flows, then we have made a commitment to work with local residents to address the problems.

Following the debate and the recommendation at Full Council officers presented the results of the modelling and the consultation at a well attended public meeting on 17th December. That meeting was attended by 5 members of the Transport Committee.

The proposals are on today's agenda so there will be an opportunity for members to discuss the scheme in detail before of making a final decision on whether to proceed'.

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

#### 46. MEMBER INVOLVEMENT

##### (c) Letters

##### (i) Councillor Lepper- Extension to the Area J resident parking scheme

46.1 Councillor Lepper presented a Letter requesting the Transport Committee consider the views of the residents of Hollingdean & Stanmer ward about the proposed extension of the Area J resident parking scheme.

46.2 The Chair provided the following response:

'I see that your letter deals firstly with issues inside the proposed Area J extension and secondly with the possible effects on residents living outside the proposed scheme. The report at agenda item 50 deals with your concerns within the proposed scheme and Mr Field also wrote a detailed response to you in November last year.

It was agreed at Environment Cabinet Member meeting in October 2010 that a number of urgent areas proceed to consultation due to requests from local residents supported by ward councillors and the fact that detailed designs already existed for these areas. This included the London Road Area J northward extension.

At the same time a Citywide Parking Review would look at displacement and other aspects of residents parking.

The review report is agenda item 53 and sets out recommendations on the future direction of residents parking schemes and a new scheme timetable.

During the consultation period officers attended community meetings in the Hollingdean and Fiveways areas but support was only expressed for consultation on residents parking in the Preston Park area, nor am I aware of any correspondence received from the Hollingbury area.

There will be a further opportunity for residents to make representations about the proposed scheme at the traffic order stage should the report at item 50 be approved'.

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

##### (ii) Councillors Janio and Barnett- Hangelton Link Road

46.4 Councillor Janio presented a Letter co-signed by Councillor Barnett regarding safety measures on the Hangelton Link road near the roundabout at its junction with Fox Way.

46.5 The Chair provided the following response:



'A new methodology for assessing requests for pedestrian crossings was developed under the previous administration and approved at Environment, Transport and Sustainability Cabinet Member Meeting on 26th May 2011. The new system was developed following an Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) review.

Essentially what this means is that we now have a point's based system that will be used to assess and compare all requests for new crossings, resulting in a priority list that will enable us to implement those crossings that will deliver the greatest benefit to residents.

We carryout assessments on an annual basis so that we can respond to residents and members requests for crossing points displaying a relatively proactive approach to dealing with crossing requests.

Crossing location number 34 was actually assessed on Fox Way directly adjacent to Hangleton Link and was requested by residents wanting to improve access to bus stops along this route. Officers have recently met with ward members to discuss the potential to improve crossings over the Hangleton Link roundabout to improve access for school children and I'm pleased to inform you that this request has been included on our request list and will be assessed in 2013 as part of the annual crossing request assessments.

In terms on the variable messages signs you refer to, I can inform you that they are working and are used to inform motorists of events or incidence that may effect journey times into the city as and when required and are therefore not on permanently.

Hangleton Link road is not identified as a priority under the Safer Routes to School programme as this programme uses collision history to prioritise those areas of the city where the need is greatest. Fortunately there is no collision history at this location'.

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

**(d) Notices of Motion**

**(i) Impact of parking charges on the local economy- Conservative Group**

47.4 Councillor Cox presented a Notice of Motion that requested several measures and proposals in relation to parking charges in the city. Amongst others, these included measures regarding local businesses and traders and options for future use of Norton Road car park.

47.5 The Chair provided the following response:

'The detailed modelling of different parking charge levels requested fell outside of the scope of the city wide parking review consultation which is now complete. Further work in this area would require substantial additional allocation of resources  
However the report does deal with the general principle of the effect of parking controls and the level of parking charges in section 3.24.1 and references two current research papers in the field. These have been made available to members. There would be little benefit in duplicating this work.

The parking fees and charges report, outlines a real terms decrease in the cost of parking is to be delivered with the proposal to freeze on-street parking prices in most areas aligned to some decreases in others areas, these have been agreed in consultation with local businesses.

It also includes proposals to meet inflationary budget increases in off-street parking and permits whilst retaining the ethos outlined in the Local Transport Plan and in the parking review presented to cabinet in November 2011.

The issues of Norton Road and trader permits are covered in the report itself or will be picked up in the introduction by officers'.

- 47.6 Councillor Cox stated it would be churlish not to recognise decreases in trader's areas after campaigns however; these had to be recognised in the context of the increases of 2011/12. He stated his belief that Norton Road be adapted to a pay and display car park.

- 47.7 **RESOLVED-** That the Notice of Motion be noted.

#### **47. OLD TOWN TRAFFIC REGULATION ORDERS**

- 47.1 The Committee considered a report of the Strategic Director, Place that presented the comments and objections received in relation to the proposed Traffic Regulation Orders in the Old Town area of Brighton.
- 47.2 Councillor Mitchell thanked officers for providing an informative briefing. She stated that whilst the project had good intentions to improve the local environment, there had been significant objections from local business and the taxi trade regarding such issues as loading and parking bays as well as objections from residents at the top of East Street. Councillor Mitchell supplemented that the cost of the necessary public inquiry could not be justified in the current economic climate. She believed that approval be delayed subject to further efforts to resolve the objections and a report be brought back to Committee at a later date.
- 47.3 Councillor Cox stated that he would like to see further pedestrianisation into East Street. He stated that he found it perplexing that democratically elected officials could not authorise the measures and that authorisation would be dependent on the approval of an Independent Inspector. Councillor Cox supplemented that he believed the cost of the Inquiry could not be justified.
- 47.4 Councillor West relayed that this was an important issue that had already been considered and approved in principal by the Committee. He believed that it would be to the merit of the entire city to approve the proposals which could have the added benefit of improving tourism in the city.
- 47.5 Councillor Robins agreed with comments previously made that the cost of a public inquiry could not be justified. He added that he did not feel there was an urgent need to modify the area.
- 47.6 Councillor Mitchell asked if consideration had been given to amending the designated loading times which would remove the need for a public inquiry.

- 47.7 The Project Manager replied that this could only happen where loading would be restricted between 7am and 10am and between 4pm and 7pm. Such a small timeframe would not achieve the objectives sought in the overall Old Town scheme.
- 47.8 Councillor Follett stated that it was unfortunate that the proposals would need to be considered by a Public Inquiry. However, he believed the Committee needed to look at the wider picture. Specifically, that Brighton was the sixth fastest growing tourism location and the proposals would help maintain and improve this. In addition, Councillor Follett felt that consideration should be given to the heritage status of the area affected by the proposals and the associated environmental benefit the scheme would provide.
- 47.9 The Chair relayed that his first involvement in local politics had concerned the pedestrianisation of George Street, Hove. This had been a similar scenario as the proposed Old Town scheme. Despite apprehension at the time, the implementation of pedestrianisation measures in George Street had been realised to the benefit of local resident, business and the wider Brighton and Hove area. The Chair believed benefits would also be realised from the Old Town proposals and, whilst the need for a public inquiry was unfortunate, he believed it to be a necessary investment.
- 47.10 Councillor Janio asked if there was a risk the public inquiry would not rule in the authorities favour.
- 47.11 The Head of City Infrastructure stated that there extensive work had been conducted to address concerns about the scheme and the project design was to a high standard. On this basis, he believed a public inquiry would find in the authorities favour.
- 47.12 The Chair then put the recommendations to a vote with the following results:

**47.13 RESOLVED-**

1. That, having taken account of all duly made representations and objections, the Committee approves as advertised the following order;
  - a) Brighton & Hove (Boyces Street) (Prohibition of Driving) Order 20\*\* (TRO-21a 2012)

For: 9  
Against:0
2. That the Committee authorises Officers to request an Independent Inspector to hold a public inquiry into the following orders:
  - a) Brighton & Hove (Brills Lane) (Prohibition of Driving) Order 20\*\* (TRO-21b-2012)
  - b) Brighton & Hove (East Street) (Prohibition of Driving) Order 20\*\* (TRO-21c-2012)
  - c) Brighton & Hove (Prince Albert Street) (Prohibition of Driving) Order 20\*\* (TRO-21d-2012)

- d) Brighton & Hove (Ship Street) (Prohibition of Driving and One-Way Traffic ) Order 20\*\* (TRO-21e-2012)
- e) Brighton & Hove (Old Town) (Weight Restriction) Order 20\*\* (TRO-21f-2012)
- f) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\*\* 20\*\* (TRO-21g-2012)
- g) Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.\*\* 20\*\* (TRO-21h-2012)

For: 5

Against: 4

Note: Councillor Theobald was not present during discussion or voting on the item having declared a pecuniary interest.

#### **48. BRIGHTON AND HOVE 20MPH LIMIT - FORMAL SLO CONSULTATION**

- 48.1 The Committee considered a report of the Strategic Director, Place that addressed the comments and objections relating to the draft Speed Limit Orders (SLO) that outlined proposals for the introduction of a 20mph speed limit in central Brighton and Hove as Phase 1 of a proposed city wide roll out.
- 48.2 Councillor Robins formally moved an additional recommendation (2.3) from the Labour & Co-Operative Group as follows:
  - 2.3 *Subject to the above orders at 2.1, remove all A roads and B roads where they form part of the city's main bus network from Phase 1 of the 20mph scheme to reflect the recommendations in the Report of the 20mph speed limits/zones Scrutiny Panel and in line with submissions from the Bus Company and Taxi Trade.*
- 48.3 Councillor Mitchell formally seconded the motion. Councillor Mitchell stated that concerns identified at the previous Committee regarding the taxi trade and bus company were still unresolved. Councillor Mitchell raised her concern of the potential for anti-social behaviour towards taxi drivers whose passengers may not be aware of the new limits and may think drivers were deliberately driving slowly to increase fares. Councillor Mitchell added her worries for safety at bus stops at night with a less frequent service. Councillor Mitchell supplemented that whilst she appreciated the road safety issues noted, and the simplification within the scheme as proposed, she believed that the public transport system and safety issues should not be compromised. The Labour & Co-Operative motion would remove roads such as Sackville Road and the seafront routes to ensure this. In addition, Councillor Mitchell noted the Scrutiny Panel recommendations of 2010 that stated 20mph limits should be introduced on residential streets in "clusters" not a blanket scheme.
- 48.4 The Chair asked for clarification on the specific roads the Labour & Co-Operative motion would remove.

- 48.5 Councillor Mitchell replied that, as the motion stated, this would be all A roads and some B roads used by the public transport network. The detail of specific roads would be undertaken by technical officers.
- 48.6 The Acting Assistant Head of Law clarified that the motion was correct legally and that officers would be able to identify and implement specific roads should the motion be passed.
- 48.7 Councillor West stated that he believed the motion was ineffective as some B roads already had 20mph limits. Agreeing the motion would mean increasing the limits on those roads which was illogical. Councillor West relayed that of 3,600 respondents to the consultation, 55% were in favour of implementation and, importantly, Sussex Police had not stated any objection to the scheme. Councillor West added that the average speed of traffic in the Phase 1 area was 24mph so 20mph would not be a significant reduction and that 70-80% of journey time in the city was spent at junctions or traffic lights and 'smoother' transit arising from driving at 20mph could improve traffic flow and air quality. Councillor West highlighted that 43% of pedestrian road casualties and 48% of cycle accidents in the city occurred within the area identified for the Phase 1 scheme. The Scrutiny Panel of 2010 had stated that "vulnerable road users need to be protected" and he believed the proposals within the report would ensure this. Councillor West stated that the scheme would necessitate coherency and consistency which the proposed Phase 1 area would deliver. Councillor West did not agree that A roads and some B roads could be exempt from the scheme.
- 48.8 Councillor Theobald stated that, just as the Brighton Station Gateway scheme had been deferred on the basis of concerns raised, so should any decision on the 20mph scheme. He added that he did not believe there was sufficient support for a blanket scheme and that a 'cluster' scheme would be more popular. Councillor Theobald agreed with the concerns raised regarding taxi passengers and safety at bus stops at night. However, he added that he could not support the Labour & Co-Operative motion as he believed a scheme in that form would cost more to implement due to the need for more signage and a list of roads was not present.
- 48.9 Councillor Follett stated that it was necessary that the scheme was coherent. He noted that there was no evidence of community safety problems arising from such schemes but there was evidence that road safety showed significant improvement.
- 48.10 Councillor Phillips stated she believed the proposals would not only improve road safety but enhance the environment and surroundings. Councillor Phillips noted that a recent study demonstrated over 60% support for such schemes with that support significantly comprised of women, young people and those of pensionable age.
- 48.11 Councillor Cox stated that he supported the scheme in principle on the basis of safety. However, he had misgivings that the taxi trade and bus company did not support the proposals. Councillor Cox stated that he had concerns for bus services in the city and night journeys in particular. Councillor Cox commented that recommendation 2.2 provided scope for monitoring and remedial action. However, he stated that he could not support the Labour & Co-Operative motion as it was not costed specifically regarding the additional signage required.

48.12 Councillor Janio noted that all three Conservative Party Councillors present at the Committee had campaigned for 20mph limits in their wards. Councillor Janio relayed his concern that the Scrutiny Panel recommendation for 'cluster' 20mph areas appeared to have been rejected because of the higher cost of implementation, particularly signage. Councillor Janio also noted that similar schemes implemented in Plymouth and Oxford may be reversed because they had not been effective. He asked that because of the issues divisiveness and lack of overwhelming support, any decision should be postponed and returned to once the Green Party had included the issue in their manifesto and were successful in an election.

48.13 The Chair replied that the Green Party had included the implementation of 20mph limits in their manifesto for the 2011 local elections.

48.14 Councillor Robins relayed that he made a living through driving and had never been convinced that 20mph limits improved safety. He stated that there were parallels with this scheme and the parking charges in London Road where he felt concerns had not been listened to and the scheme implemented regardless. Councillor Robins stated that the taxi trade and bus company were telling the Committee that the scheme would not work and they should listen.

48.15 The Chair replied that equal weight should be given to the very high number of residents who had addressed the Committee and completed the consultation requesting a 20mph scheme.

48.16 Councillor Theobald moved the following motion on behalf of the Conservative Group:

*That the item is deferred subject to further consultation with taxi drivers and further details on the roads affected by the removal of all A roads and some B roads from the scheme*

48.17 Councillor Mitchell formally seconded the motion.

48.18 The Chair put the motion moved by Councillor Theobald to the vote with the following result:

For: 5

Against: 5

48.19 Therefore, the motion was not carried

48.20 The Chair then put the following motion moved by Councillor Robins to the vote with the following result:

*2.3 Subject to the above orders at 2.1, remove all A roads and B roads where they form part of the city's main bus network from Phase 1 of the 20mph scheme to reflect the recommendations in the Report of the 20mph speed limits/zones Scrutiny Panel and in line with submissions from the Bus Company and Taxi Trade.*

For: 2

Against: 5  
Abstentions: 3

48.21 Therefore, the motion was not carried.

48.22 The Chair then put each of the recommendations to the vote.

48.23 **RESOLVED-**

1. That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders
  - Brighton & Hove (Phase 1, Area 1) (20mph Speed Limit) Order 20\*\* (TRO-22a-2012)
  - Brighton & Hove (Phase 1, Area 2) (20mph Speed Limit) Order 20\*\* (TRO-22b-2012)
  - Brighton & Hove (Phase 1, Area 3) (20mph Speed Limit) Order 20\*\* (TRO-22c-2012)
  - Brighton & Hove (Phase 1, Area 4) (20mph Speed Limit) Order 20\*\* (TRO-22d-2012)
  - Brighton & Hove (Phase 1, Area 5) (20mph Speed Limit) Order 20\*\* (TRO-22e-2012)
  - Brighton & Hove (Phase 1, Area 6) (20mph Speed Limit) Order 20\*\* (TRO-22f-2012)
  - Brighton & Hove (Phase 1, Area 7) (20mph Speed Limit) Order 20\*\* (TRO-22g-2012)

For: 8  
Against: 0  
Abstentions: 2

2. It is recommended that, if the above orders are approved by the Committee, a comprehensive monitoring programme accompany and follow the implementation of the 20mph speed limits in the Phase 1 area and that should such monitoring indicate that the introduction of the reduced speed limit has had a significant negative impact in line with objections raised, that a report be brought to the Committee seeking approval for remedial actions

For: 8  
Against: 0  
Abstentions: 2

#### **49. BRIGHTON STATION GATEWAY**

- 49.1 The Committee considered a report of the Strategic Director, Place that outlined feedback from the recent consultation on the preferred option for Brighton Station Gateway.
- 49.2 The Chair commended the report author for his continuing work on engagement with the local community and traders regarding the scheme.

- 49.3 Councillor Theobald also praised the report author for his engagement and the briefings he had provided to his party. Councillor Theobald noted that he supported the recommendations to delay work to conduct further work on what were extremely difficult issues.
- 49.4 Councillor Mitchell also acclaimed the report author for his work on the project and for the briefings provided to her party throughout the process. Councillor Mitchell asked if there could be a negative impact on traffic flow if work at Seven Dials and the Station Gateway were carried out simultaneously.
- 49.5 The Project Officer provide assurance that the traffic officers worked closely as a team and had carried out traffic modelling work to ensure this would not be the case.
- 49.6 As a ward councillor for the area, Councillor West thanked residents and traders that had contributed to the consultation and informally on the project. He noted this was a big project in a compact residential area and accordingly, sometimes concerns would be realised at a late stage. Councillor West supported the delay in order to make sure the project was right.
- 49.7 The Chair agreed that this was a challenging project as a lot was desired out of a relatively small but important area of the city.

**49.8 RESOLVED-**

1. That members consider the feedback from public consultation.
2. That members agree that more work should be done to better understand the impact of relocating the Station taxi rank to Frederick Place, and that the outcome of this work should be reported to Transport Committee in March 2013 to enable an informed decision as to whether to progress the preferred option to detailed design.
3. That members agree that further feasibility work be carried out on options relating to the Station canopy before a decision is made on this element of the scheme at March 2013 Transport Committee.

**50. SEVEN DIALS IMPROVEMENT PROJECT - CONSULTATION RESULTS AND WAY FORWARD**

- 50.1 The Committee considered a report of the Strategic Director, Place that provided the outcome of the recent consultation and requested agreement for the Seven Dials Improvement Project. The report was supplemented with a presentation from the Principal Transport Planner that included current risks and hazards and a traffic model of the proposals.
- 50.2 The Chair relayed to the Committee that he had met the previous day with two visually impaired people to talk through concerns about the proposals. Whilst the issue was complex, he had found that some visually impaired people currently avoided traffic signal crossings at Seven Dials because they deemed them unsafe and some visually impaired people supported zebra crossings as long as they were clear and implemented



properly. The Chair stated that he had made a commitment to work with those that were visually impaired throughout the implementation of the project and subsequently. This included possible financial support for “re-training” of skills.

- 50.3 Councillor Theobald noted he was concerned that reducing the lanes to one on Dyke Road could lead to chaos. He asked several questions regarding the placement of the loading bay southwards of Dyke Road and the possible restrictions on the large delivery vehicle that often presented an obstacle to traffic going northwards.
- 50.4 The Principal Transport Planner clarified that, going southward, there would be a 26 metre loading bay recessed on to the pavement. No weight-restrictions on vehicles on the southwards side were proposed as vehicles would have sufficient space to go around large vehicles.
- 50.5 Councillor Janio asked if problems could arise from vehicles and cyclists turning left on a smaller roundabout.
- 50.6 The Principal Transport Planner clarified that the roundabout was designed with cycle safety in mind and for cyclists to use the middle of the road.
- 50.7 Councillor Phillips stated that she was pleased Bath Street had remained one way. She asked if the large electrical box on Chatham Place would be removed as many of her residents had commented that it was an obstruction and if residents would be provided with a schedule of roadwork's and road closures.
- 50.8 The Principal Transport Planner replied that as the electrical box powered the traffic signals, it would no longer be needed and removed. Furthermore, he clarified that whilst the full project schedule had not been devised as planners were awaiting approval for the project from the Committee, residents would be provided with regular updates on the works when they were in place. The Principal Transport Planner expected that there would short-term disruption compensated by long-term benefit.
- 50.9 Councillor Robins stated that he was encouraged and reassured that the Chair had met with blind and visually impaired people as he had been fearful of the impact of these proposals on these groups. He stated that he would appreciate regular updates as to the works and liaison with visually impaired people. Councillor Robins enquired as to the difference between a courtesy crossing and a zebra crossing.
- 50.10 The Principal Transport Planner replied that a courtesy crossing was often placed as a route across a road that had very little traffic. Courtesy crossings, unlike zebra crossings, did not have enforceable traffic rules and regulations.
- 50.11 Councillor Mitchell stated that she welcomed the revisions to the scheme. She believed people should be kept informed of works perhaps via large posters around and on the Dials. Councillor Mitchell relayed that she still had concerns regarding the removal of the railings on the roundabout and felt they should perhaps be left in the short-term as a means of adjustment. Councillor Mitchell stated that she welcomed the Chairs efforts to meet those groups affected and concerned.

- 50.12 Councillor West stated that he was pleased with the proposals as safety at the Dials had been getting worse over the past few years and that the proposals had support from the public and local businesses. Councillor West added that he was pleased with the introduction of zebra crossings which provided pedestrian empowerment and the removal of the barriers for the same reason. Councillor West supplement that he was glad support would be offered to those visually impaired.
- 50.13 Councillor Follett stated that he wished to congratulate the Principal Transport Planner and Transport officers who had conducted the project very well.
- 50.14 Councillor Cox stated that he identified with the safety concerns at Seven Dials as he had knocked off a motorbike on the roundabout in the past. Councillor Cox commended the Chair for his efforts in meeting with members of the blind community and listening to and addressing their concerns. He hoped that reassurance had been provided on the project. Councillor Cox asked what the Transport teams determination of traffic levels increasing significantly was.
- 50.15 The Principal Transport Planner clarified that this would entail a 10% increase of traffic in residential streets directly related to the implementation of the scheme.

**50.16 RESOLVED-**

1. That the Transport Committee notes the results of the public consultation exercise.
2. That, having taken into account the responses received, committee authorises officers to proceed with implementation of the revised Seven Dials Improvement Scheme as outlined in Appendix 4.
3. That the committee authorises officers to advertise a Traffic Regulation Order (TRO) for changes to loading bay provision in Dyke Road. This change is not an integral part of the scheme and therefore progression of the overall Seven Dials scheme is not dependent on this element.
4. That the committee agrees to monitor the impact on surrounding residential streets six months after scheme implementation, to ensure that traffic levels have not significantly increased as a direct result of the Seven Dials scheme. If it is discovered that traffic levels in residential streets have increased significantly, then residents in those streets affected would be consulted with a view to agreeing an acceptable solution. Funding from the 2014/15 Local Transport Plan Capital Budget would be set aside for any measures deemed necessary.

**51. AMEX COMMUNITY STADIUM RESIDENTS PARKING PROPOSALS -  
CONSIDERATION OF INFORMAL CONSULTATION RESULTS**

- 51.1 The Committee considered a report of the Strategic Director, Place that presented the outcome of the public consultation for a proposed match and event day resident s parking scheme in Coldean and Moulsecoomb.
- 51.2 Councillor Theobald asked how the scheme would be advertised.

51.3 The Programme Manager & Policy Development Officer clarified that in other schemes variable signs were posted in the entry to the resident parking scheme areas providing seven days notice.

**51.4 RESOLVED-**

1. That the proposed match and event day residents parking scheme for Coldean be progressed to final design and the Traffic Order advertised.
2. That the proposed match and event day residents parking scheme for Moulsecoomb be progressed to final design and the Traffic Order advertised.

**52. RESIDENT PARKING SCHEME CONSULTATION RESULTS**

52.1 The Committee considered a report of the Strategic Director, Place that presented the outcome of the recent consultations undertaken for proposed extensions to the Area J residents parking scheme and requested permission to advertise the relevant Traffic Regulation Orders.

52.2 Councillor Kennedy recorded her thanks to the Parking Infrastructure Manager and his team for their superb work in consulting with residents. Councillor Kennedy noted that this was now the third consultation on the matter and, whilst she appreciated the concerns of some residents and the points made by Councillor Lepper earlier in the meeting, as ward councillor for Preston Park, she could vouch for the many people in favour of the extension.

52.3 Councillor Theobald stated he agreed with the comments made by Councillor Lepper and Downs Infant School on the matter. Councillor Theobald noted his concern for the knock on effect of the proposals in surrounding areas and the continuing extension of parking zones in the city in general.

52.4 The Chair put the recommendations to the vote with the following result.

**52.5 RESOLVED-**

1. That the Transport Committee approves:
  - (a) That the extension of the Area J Residents Parking Scheme into the London Road Station north area be progressed to the final design and the Traffic Order advertised.
  - (b) That the extension of the Area J Residents Parking Scheme into the Round Hill area be progressed to the final design and the Traffic Order advertised.
  - (c) That an order should be placed for all required pay and display equipment to ensure implementation of the extension of the proposed parking schemes if agreed is undertaken as programmed.

For: 5  
Against: 3  
Abstentions: 2

**53. CITY WIDE PARKING REVIEW**

- 53.1 The Committee considered a report of the Strategic Director, Place that presented the outcome of the city wide parking review that was an investigation into the way the council manages parking through consulting residents, business and other stakeholders and learning from the best practice of other authorities. The review also examined the future of controlled parking schemes including scheme boundaries, changes to existing schemes and new schemes.
- 53.2 The Chair passed his thanks to the Programme Manager & Policy Development Officer for his work on the issue.
- 53.3 Councillor Robins stated that he was worried the council was consulting early because of the domino effect of parking displacement. Councillor Robins felt an innovative new system should be looked at and expressed his belief that parking zones were full because of use by residents not displacement.
- 53.4 The Chair stated that the ward councillors for South Portslade had requested consultation of the residents of their ward for a parking scheme.
- 53.5 Councillor Robins replied that Councillor Hamilton had made this request which was more based on fear of the effects of displacement than a need for a parking scheme in their ward.
- 53.6 Councillor Follett stated that residents did not necessarily have to agree to the proposals in the consultation.
- 53.7 Councillor West stated that the Labour & Co-Operative party had first stated resident parking schemes when in administration. Councillor West added that the council had a duty to manage parking spaces and demand.
- 53.8 Councillor Robins stated he made the point that the current system did not seem to be providing solutions and that a new methodology needed to be looked at.
- 53.9 Councillor Cox stated that the implementation of controlled parking zones had gone far enough. He felt there was no overwhelming demand in Wish or South Portslade for a parking scheme. Councillor Cox felt there was now only two options remaining: extend controlled parking zones to the entire city or stop at this point.
- 53.10 Councillor Mitchell noted that item 3.9 of the agenda noted that there was significant demand for consultation on a new or extended parking scheme in several areas including South Portslade. Councillor Mitchell asked if the consultation would seek the views of ward councillors and further soundings from residents.
- 53.11 The Chair noted that ward councillors would have been the instigators of any request for consultation on a parking scheme.

53.12 The Chair then put the recommendations to a vote with the following results.

53.13 **RESOLVED-**

1. That the Transport Committee notes the report and attached appendices and:
2. Agrees the short to medium term programme of consultations on proposed new or extended resident parking schemes set out in paragraph 3.10, depicted on the indicative plan appendix A and by the timetable set out in Appendix B, subject to the outcome of consultation, committee decisions and the availability of resources;

For: 6

Against: 3

Abstentions: 1

3. Agrees the general principle in relation to the consideration of new parking schemes as set out in paragraph 3.12.2

For: 6

Against: 3

Abstentions: 1

4. Approves the policy recommendations in paragraphs 3.13 to 3.27 of the report;

For: 10

5. Makes any further recommendations arising out of the report that it considers appropriate.

For: 10

6. Requests that in order to monitor progress on the review a report is brought back to committee in 12 months time with a summary of progress.

For: 10

**54. PARKING FEES & CHARGES UPDATE**

- 54.1 The Committee considered a report of the Strategic Director, Place that outlined the proposed parking tariffs for 2013/14.

- 54.2 Councillor Cox noted that he wished for more information on the number of traders and business permits issued between 2011/12 and 2012/13.

- 54.3 The Policy & Development Manager apologised for not providing this information to Councillor Cox earlier. He clarified that approximately 600 traders permits were issued steadily each year until 2012/13. This number had now nearly doubled to 1080. 400 business permits were issued this year which demonstrated a similar, gradual rise as in previous years.

- 54.4 Councillor West stated that he interpreted the factual information provided in the report to be different to the public debate on the topic of parking. It demonstrated that the weather and rising price of fuel had had an impact and he believed the opposition parties' conduct in the debate had not done the city justice.
- 54.5 Councillor Theobald stated that he was disappointed in the removal of the 3 hour tariff in the Laines Car Park and other areas to a 2 or 4 hour tariff. He believed people had been tricked into paying more as they would automatically choose a longer stay as a safety measure.
- 54.6 The Chair replied that some increased cost were necessary to pay back the £4 million loan for the re-development of the Trafalgar and Regency car parks agreed under the previous Conservative administration.
- 54.7 The Chair then put the recommendations to the vote with the following result.
- 54.8 **RESOLVED-** That the Transport Committee agrees the proposed parking tariffs for 2013/2014 set out in the report as the basis for the advertisement of the necessary traffic orders.

For: 5

Against: 1

Abstentions: 3

## 55. HIGHWAYS FEES & CHARGES 2013/14

- 55.1 The Committee considered a report of the Strategic Director, Place that set out the proposed fees and charges for Highway Operations for 2013/14.
- 55.2 Councillor Cox stated he was aware there could be some confusion over the new cultivation licence fee. He asked officers if they could ensure any misinterpretation was dispelled.
- 55.3 The Head of Highway Operations replied that a press release had been issued to this end.
- 55.4 **RESOLVED-** That Transport Committee agrees the proposed fees and charges for 2013/14 as set out in Appendix 1.

## 56. INTRODUCTION OF PAYMENT FOR PARKING BY MOBILE PHONE

### 56.1 **RESOLVED-**

1. That the Transport Committee grants delegated authority to the Strategic Director, Place to enter into contracting arrangements defined in the 'Mobile Telephone Parking Payment Solution with Cash Option' Framework Agreement with the London Borough of Lambeth as Lead Authority, adopting the user pays model to supplement the existing Pay and Display system throughout the city.

2. That the Transport Committee authorises changes to on street furniture and signage, the advertising of Traffic Orders, including amending the relevant Traffic Orders to enable parking by mobile phone and the cash method of payment as defined in the Mobile Telephone Framework Agreement.

**57. ITEMS REFERRED FOR COUNCIL**

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

The meeting concluded at 7.15pm

Signed

Chair

Dated this

day of





**Subject:** Petitions  
**Date of Meeting:** 27 March 2013  
**Report of:** Monitoring Officer  
**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) Brighton Station and Seven Dials Proposals- Rob Heale**

To receive the following combined paper petition and E-Petition signed by 63 people:

*"We the undersigned petition the council to change the current traffic proposals for Seven Dials and Brighton Station. We believe that that some of the changes would endanger pedestrian safety, lead to more congestion and damage the environment. We therefore ask for further specific consultation about plans to remove the Safety Railings, replace*

*the lighted crossings with zebra crossings, narrow the roads and other traffic changes in our area”.*

**Subject:** Items referred from 31 January 2013 Full Council meeting- Petitions

**15 January** 27 March 2013

**Report of:** Monitoring Officer

**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 referred from the Full Council meeting of 31 January 2013.

### **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) Opportunity to improve residents car and cycle parking, Eaton Road, Hove- Councillor Sykes**

To receive the following petition referred from the meeting of Full Council on 31 January 2013 and signed by 30 people:

*"We, the undersigned, request that the under used taxi rank on the south side of Eaton Road opposite Sussex Cricket Ground be altered to provide two*

*bays for resident's parking and one cycle rack for ten cycles, whilst retaining its status as a taxi rank for two taxis on match days only".*

**3. (ii) Pelham Street Crossing- Rohan Lowe**

To receive the following paper and e-petition referred from the meeting of Full Council on 31 January 2013 and signed by 577 people:

*"We the undersigned petition the council to place a crossing at Pelham Street. It's been identified by the City College student council for the past three years that Pelham Street is dangerous to students' safety when trying to cross from one college building to another. This is due to high traffic and reckless speed from some drivers. Many near misses have already taken place and it's only a matter of time before something more serious occurs".*

<b>Subject:</b>	<b>Valley Gardens</b>		
<b>Date of Meeting:</b>	<b>5<sup>th</sup> March 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jim Mayor</b>	<b>Tel: 294164</b>
	<b>Email:</b>	<b>jim.mayor@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 In November 2011 the Environment, Transport and Sustainability Cabinet Members Meeting (CMM) instructed officers to develop a vision and Delivery Plan for enhancement of Valley Gardens by March 2013.
- 1.2 In July 2012 Transport Committee noted the results of initial scoping consultation and agreed the resulting design brief for the project. Committee authorised officers to develop a draft design option(s) for Valley Gardens ahead of public consultation.
- 1.3 Since July the project design team (comprising consultants Urban Movement and Untitled Practice) have worked with stakeholders to develop the vision (Concept Scheme) for Valley Gardens presented in this report.

**2. RECOMMENDATIONS:**

- 2.1 That Committee agrees that the principles established by the Valley Gardens Concept Scheme as outlined in this report should guide future improvements in and around Valley Gardens.
- 2.2 That Committee agrees that further work should be undertaken, incorporating full public consultation, to develop the public realm aspects of the Concept Scheme, specifically the public parkland spaces and hard landscaped civic spaces.
- 2.3 That Committee agrees that continued financial allocations to the Valley Gardens project should be made within the council's Local Transport Plan capital programme to enable the continued development of the project, and that £100,000 should be allocated for this purpose in 2013/14.
- 2.4 That Committee agrees that early consideration should be given to the preparation of bids for external funding that would assist in developing and implementing elements of the Valley Gardens proposals.
- 2.5 That Committee agrees that a management team should be established to oversee consistent delivery of the Concept Scheme, and to ensure synergy between the proposals and surrounding schemes and policies.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

#### **Process**

- 3.1 Enhancing Valley Gardens has been an objective of the council for a number of years. The council's second Local Transport Plan [LTP2], published in 2006, included proposals for a major urban realm scheme in this corridor towards the end of the planned 5-year investment programme. However, reductions in funding levels prevented proposals from being developed and implemented as originally planned.
- 3.2 In November 2011 the Cabinet Member for Transport & Public Realm "authorised officers to progress the development of initial design proposals and a delivery strategy for the Valley Gardens Enhancement Scheme, incorporating stakeholder engagement and consultation" at CMM.
- 3.3 During early 2012, online scoping consultation was undertaken with local residents, complemented by scoping workshops. The outcome of this work was a Design Brief Note, which, alongside a Public Realm Analysis study (presented at November CMM), formed a Design Brief for Valley Gardens. The Design Brief Note, along with a summary of feedback from the public, officer and stakeholder scoping consultation, was presented to Transport Committee in July 2012.
- 3.4 In July 2012 Transport Committee noted the results of initial scoping consultation and agreed the resulting Design Brief for the project. Committee authorised officers to develop a draft design option(s) for Valley Gardens ahead of public consultation.
- 3.5 The July 2012 Transport Committee paper recommended that the most appropriate way of progressing the proposals would be for the design team to develop a reasonably detailed and (transport) tested proposal(s) based on the Design Brief which could then be presented to the local community at feedback workshops in September. Thereafter a process of further iterative workshops would take place until an optimal design had been identified and agreed

- 3.6 Since July 2012, the design process has broadly followed the course agreed at Transport Committee. Working closely with the Head of Partnerships, the proposals for Valley Gardens have been developed through a series of workshops with members of the various Strategic Partnerships (rather than the wider general community) within the city. A Stakeholder Steering Group, representing the various partnerships, has also met regularly to oversee development of the proposals. Workshops have also been held with officers from across the council.

### **Key Principles of the Concept Scheme**

- 3.7 The main output of this process is the Concept Scheme attached in Appendix 1. The scheme establishes several key principles for improving the Valley Gardens area, the most important being (in no particular order):
- A park character within the Gardens, incorporating increased planting and an Elm succession tree planting strategy.
  - Enhanced biodiversity, incorporating sustainable water features and planting.
  - A traffic neutral arrangement (an arrangement able to accommodate existing levels of traffic) based on a simplified transport infrastructure which reduces physical and perceived barriers to other users and uses of Valley Gardens. The arrangement sees buses on the west side of the Gardens and general traffic on the east, with vehicle routes designed sensitively as part of / to contribute towards the character of the overall area.
  - Consistent north – south dedicated cycle provision
  - Enhanced pedestrian access across and through the Gardens.
  - A space that can be properly managed and maintained.

### **Delivery Plan**

- 3.8 A Delivery Plan is also being produced to accompany the Concept Scheme. The Delivery Plan incorporates aspects such as suggested design details (junction arrangements and planting species etc), a practical phasing strategy for improvements, a list of potential funding opportunities, indicative costings, models for partnership based management arrangements and suggested focuses of future complementary work.
- 3.9 The critical elements of the individual sections that will form the Delivery Plan are complete, but unfortunately it has not been possible to draw the information together in an acceptably presentable form in time for attachment to this report due to time and resource constraints. Whilst the Delivery Document will be an important tool to guide future development of Valley Gardens proposals and physical improvements, it is not considered key to informing member decisions on the recommendations set out in this report. On this basis, officers feel there is more benefit in taking a little more time to produce a better quality Delivery Plan rather than rush what would become a substandard document for little benefit other than inclusion in this report.

### **Support & Concerns**

- 3.10 In general the proposals have generated support from stakeholders, officers and those members of the public who visited the events held in late January / early February (see 4.1). Comments of support provided by members of the Stakeholder Steering Group are attached in Appendix 2. However, concerns have also been raised, particularly around loss of open space and green space. These concerns have primarily been raised by the relevant planning and parks officers respectively, but have also been reflected in occasional public comment. Officers have provided statements explaining their concerns, which are included in Appendix 2.
- 3.11 In addition, the Arts & Cultural Projects Manager has identified the potential benefit to the city's cultural infrastructure that could be achieved through the creation of a new cultural and civic space for the city in the south west corner of the Old Steine. Such a space would also help mitigate the impact of losing Victoria Gardens South as a venue for large events. Further details are again provided in Appendix 2.

## **Next Steps**

- 3.12 If the Concept Scheme is agreed, it is recommended that further work should be undertaken, alongside completion of the Delivery Plan to develop the public realm aspects of the Concept Scheme, specifically the public parkland spaces and hard landscaped civic spaces. This work should include:
- i) Full public consultation to ascertain how the spaces within the Gardens can be detailed to best meet the needs of local residents, businesses and visitors,
  - ii) Development of a management and maintenance and cultural strategy (more detail is attached in Appendix 3) to support and inform the next stage of design and future delivery of the Valley Gardens Concept Scheme, and
  - iii) Progression of the Concept Scheme, informed by i and ii, to the next stage of design.
- 3.13 It is also recommended that work should be undertaken to investigate potential funding opportunities, if applicable incorporating development of funding bids.
- 3.14 It is also recommended that a management team is established to oversee delivery of the Valley Gardens project. The management team will ensure consistency of approach between potential phases of physical improvements, and also provide a mechanism to ensure synergy with any relevant complementary projects in the vicinity of Valley Gardens.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Full public consultation was undertaken in April 2012 to get residents' views on Valley Gardens as it currently is, and their aspirations for future improvements. The design team has used this feedback to guide development of the Concept Scheme, working with a range of stakeholders to ensure local knowledge has continued to feed into the design process. In late January / early February, two day-long events were held at various locations in the vicinity of Valley Gardens to share details of the proposals with the local community, supported by information



on the council's website. Text from the website explaining the proposals, including Frequently Asked Questions, is attached as Appendix 4. Designed to communicate the proposals and rationale behind them rather than act as a formal consultation, the events saw support for the proposals from the majority of people who attended, although some concern has been raised over loss of green space and perceived prioritisation of transport.

- 4.2 Whilst full public consultation has not been undertaken on the proposals, the positive discussions with stakeholders during the workshops give the project team confidence that the principles of the Concept Scheme can deliver the aspirations identified in the initial consultation, and that the suggested transport arrangement offers the best way of improving movement for all users through Valley Gardens with minimal negative impact on other users and uses of the area.
- 4.3 However, by its nature, the Concept Scheme is still conceptual. It is expected that the Concept Scheme will be delivered in phases over time as and when opportunities arise. In the mid to long term, further, full public consultation will be undertaken on specific details of the improvements as each phase is progressed. In the shorter term, it is recommended that full public consultation is undertaken to inform the development of the Concept Scheme to the next stage of design (see 3.12).

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

### Financial Implications:

- 5.1 All opportunities to secure funding to enable further design, consultation and construction work for the Valley Gardens project should be explored. This includes allocations within the council's LTP capital programme which has previously been agreed by Cabinet in March 2012). This currently includes £0.150m for 2012/13 and indicative figures of £0.400m for 2013/14 and £0.800m for 2014/15. In addition there may be opportunities to secure or bid for external funding sources such as developer contributions through the planning process, or the Government's 'devolved' local major transport scheme funding that will become available to local highway authorities from 2015/16 onwards. This will be administered by Local Transport Bodies.

*Finance Officer Consulted: Jeff Coates*

*Date: 11/02/13*

### Legal Implications:

- 5.2 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP provides the policy framework for capital investment in schemes and measures to maintain, manage and improve the city's transport network.

The council has to follow the rules on consultation set out by the government and the courts. The council needs to ensure that any consultation process is carried out at a time when proposals are still at their formative stage, that sufficient

reasons and adequate time are given to allow intelligent consideration and responses and that responses are properly taken into account in finalising any proposals.

The preparation of and recommendations set out in this report have had due regard to the legal requirements referred to above. It is not considered that any adverse human rights implications arise from the report.

*Lawyer Consulted:*

Carl Hearsum

*Date: 18/02/13*

Equalities Implications:

- 5.3 A key aim of the project is to make Valley Gardens a more inclusive and accessible environment for all users. It is expected that where relevant, individual Equalities Impact Assessments will be undertaken on different phases of the proposed improvements as they are progressed towards implementation.

Sustainability Implications:

- 5.4 Overall the proposal significantly increases the amount of space with biodiversity value. Reflecting consultation feedback, the proposal incorporates additional trees, including a legacy planting strategy to ensure the area maintains its important Elm heritage in future decades. Wider planting schemes provide habitats for animals, and the overall landscape design maximises opportunities for grey water harvesting.

The simpler road layout enables space used by vehicles to be reduced by 25%, which creates more public space. In addition, the simplified road layout reduces the perceived and physical barriers between these public spaces and the surrounding city, increasing the attractiveness of these recreational areas.

In order to be deliverable in the short term, the scheme is designed to accommodate existing levels of traffic through the area. However, it is hoped that creating a pleasant walking environment and improving cycle and bus facilities will make people more likely to consider alternative means of travelling through the area in future. And by making Valley Gardens an attractive part of the city rather than just a place to drive through, some people visiting the city by car may choose to park earlier, and continue their journey on foot, further reducing city centre traffic.

Crime & Disorder Implications:

- 5.5 In general, improving lighting and encouraging positive activities in Valley Gardens should have a positive effect on crime and disorder. Specific details of design will be agreed as each individual phase of works is progressed.

Risk and Opportunity Management Implications:

- 5.6 The primary purpose of the project is to identify a master plan for the Valley Gardens area to ensure that future developments contribute towards a consistent vision. There is no risk in doing this. The risk of not developing a master plan is that future works in the area will continue to contribute towards Valley Gardens' inconsistent and poor quality environment. The recommendations to establish a

management team, maintenance plan and cultural strategy ensure that phases of Valley Gardens can be delivered in a consistent way, that physical changes can be properly maintained and that changes maximise cultural opportunities respectively. Investigating potential funding sources ensures financial opportunities to enable delivery of physical improvements within Valley Gardens are taken where possible. Using the city's transport model, the suggested traffic arrangement has been tested to ensure it can accommodate existing traffic flows.

#### Public Health Implications:

- 5.7 It is envisaged that most of the public health benefits to be achieved through the project will relate to removing barriers to more sustainable (and healthy) modes of travel, such as walking and cycling, and enhancing public access to natural spaces (with associated physical and emotional wellbeing benefits).

#### Corporate / Citywide Implications:

- 5.8 The project process and aspiration for an enhanced Valley Gardens environment would contribute towards the council priorities of tackling inequality, creating a more sustainable city and engaging people who live and work in the city.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 **Transport Infrastructure:** The design process has included consideration of the three options capable of delivering the aspiration of a consistent, simplified and traffic neutral transport infrastructure arrangement. The first discarded option saw all vehicles on the eastern side of the Gardens. Amongst the reasons for this option being discarded was the associated requirement to remove significant numbers of Elms to create space for additional new roads. The second discarded option was a gyratory system, with all northbound traffic on the west of the Gardens, and all southbound traffic on the east. Whilst potentially cheaper than the preferred option (due to use of existing carriageway space) spatial restrictions meant that this option could not accommodate the required three lanes of traffic on the eastern side of Victoria Gardens north. The option was also considered to offer relatively limited improvement on the status quo. The preferred option, which sees buses on the west side of the Gardens and private vehicles on the east, is slightly more expensive as it requires some new carriageway to be constructed and also reduces green space within Victoria Gardens.

However, the option enables consistent provision of transport infrastructure and provides opportunities to treat the infrastructure in a way that minimises physical and perceived barriers to other users of the space.

- 6.2 **Sub Options:** Given its relatively conceptual level, the proposed scheme includes scope for flexibility as the design process develops. During the course of developing the Concept Scheme, different opinions have been expressed as to how certain aspects of the proposal – notably whether or not the carriageway through Victoria Gardens South should be realigned, whether an east-west connecting road between St Peters and Victoria Gardens North is required and whether the Old Steine could provide an enhanced event space – should be

progressed. These aspects do not impact on the general principles of the proposal, and should be further considered and resolved at the next stage of design.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The report recommendation fulfils the November 2011 Environment, Transport and Sustainability Cabinet Members Meeting (CMM) mandate to develop a vision for enhancement of Valley Gardens by March 2013.
- 7.2 Preparation of a management and maintenance and cultural strategy will ensure that any future physical changes within Valley Gardens can be properly maintained, and that future delivery of Valley Gardens improvements can be properly incorporate cultural opportunities respectively.
- 7.3 Establishment of a management team to oversee delivery of the Valley Gardens project ensures consistency of approach between potential phases of physical improvements, and also provides a mechanism to ensure synergy with any relevant complementary projects in the vicinity of Valley Gardens.
- 7.4 Investigating potential funding sources ensures financial opportunities to enable delivery of physical improvements within Valley Gardens are taken where possible.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

- 1. Concept Scheme
- 2. Consultation & Communications Approach, Concerns and Comments of support provided by members of the Stakeholder Steering Group
- 3. Background to the recommended development of a management and maintenance and cultural strategy
- 4. Frequently Asked Questions

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

- 1. None

### **Background Documents**

- 1. Valley Gardens Public Realm Analysis
- 2. Design Brief Note

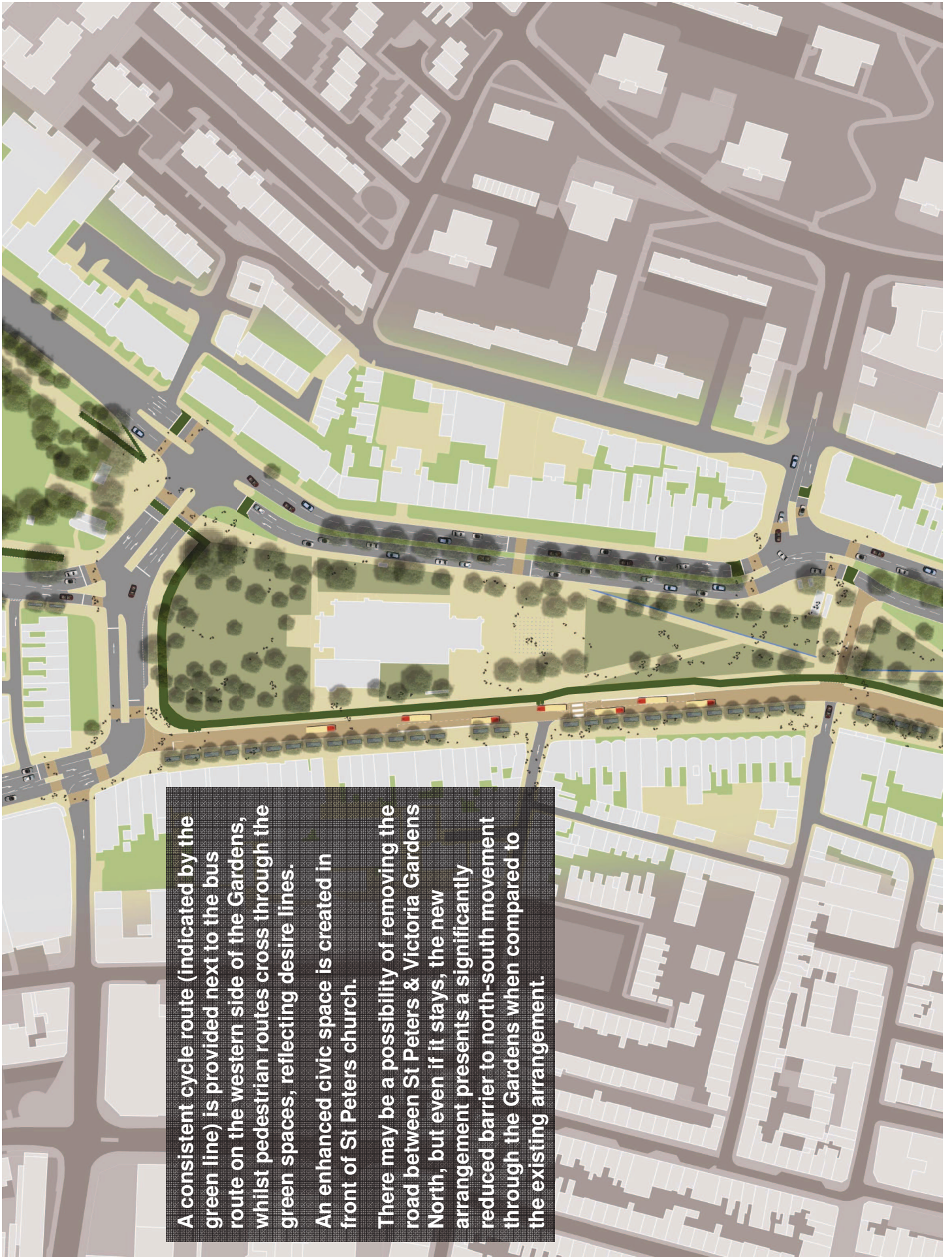
## Valley Gardens Appendix 1: Concept Scheme

The following slides give a flavour of the Valley Gardens concept scheme.

The image to the right outlines the general principle of a simplified traffic infrastructure layout, with buses (red) on the west side of the Gardens, and general traffic (blue) on the east. By simplifying the unnecessarily complex traffic arrangements between the pier and St Peters, (north of St Peters vehicles will still cross from east to west to access Lewes, Ditchling or London Road, but improvements should also be possible here) space given over to traffic (and so back to other users) can be reduced by 25%. Complex junctions – including east–west intersections - can be reduced, reducing movement barriers for everyone whilst maintaining – and hopefully improving – the ease of moving through the area by vehicle.





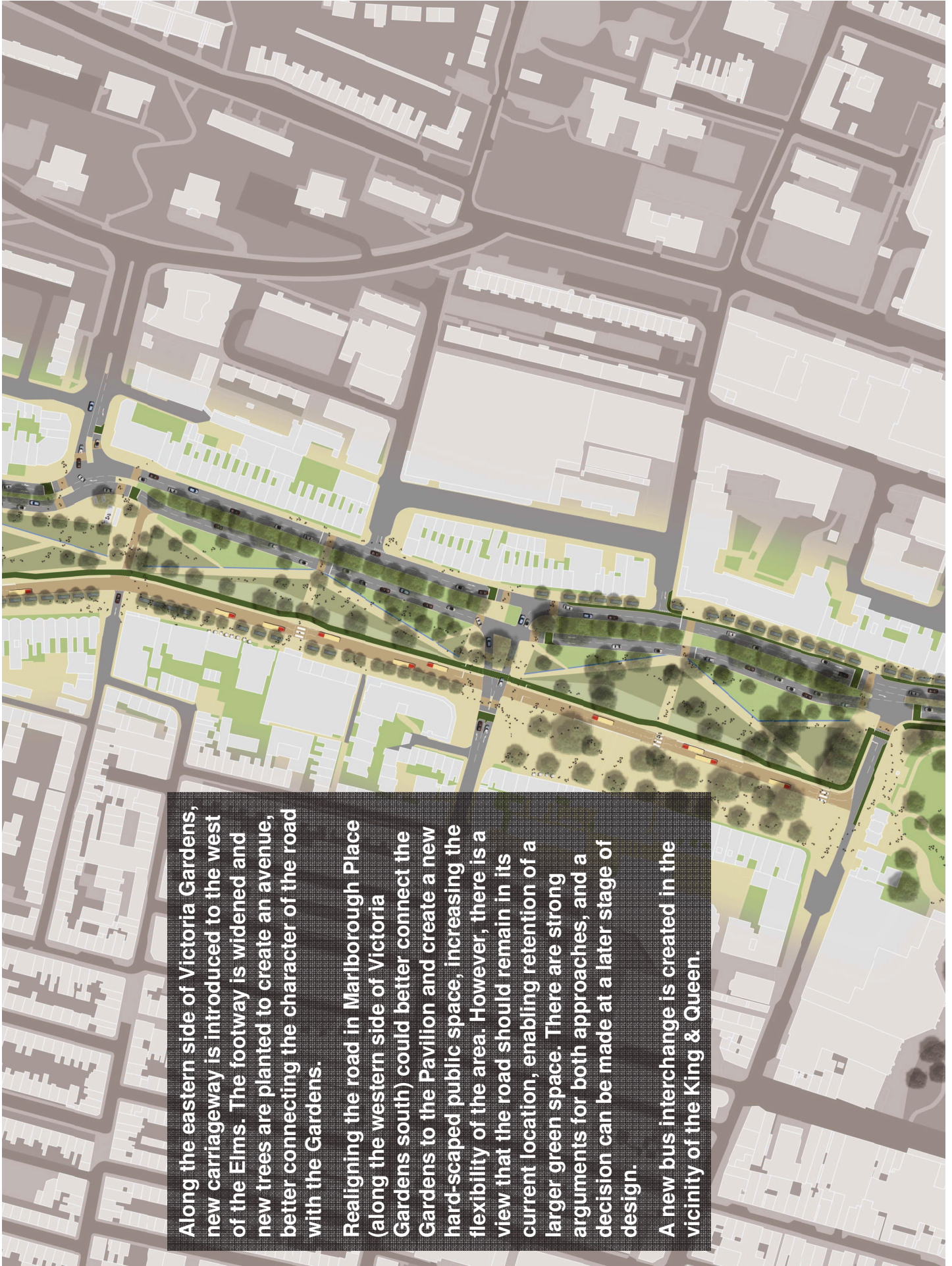


A consistent cycle route (indicated by the green line) is provided next to the bus route on the western side of the Gardens, whilst pedestrian routes cross through the green spaces, reflecting desire lines.

An enhanced civic space is created in front of St Peters church.

There may be a possibility of removing the road between St Peters & Victoria Gardens North, but even if it stays, the new arrangement presents a significantly reduced barrier to north-south movement through the Gardens when compared to the existing arrangement.



An aerial photograph of a city street grid. A central road, Marlborough Place, is highlighted with a green line and a blue dashed line, indicating a proposed realignment or widening project. The road runs diagonally from the top left towards the bottom right. On the left side of the road, there are several large, light-colored rectangular blocks representing buildings. On the right side, there are more buildings, some with green roofs, and a larger green area with trees. The overall scene is a detailed urban planning visualization.

Along the eastern side of Victoria Gardens, a new carriageway is introduced to the west of the Elms. The footway is widened and new trees are planted to create an avenue, better connecting the character of the road with the Gardens.

Realigning the road in Marlborough Place (along the western side of Victoria Gardens south) could better connect the Gardens to the Pavilion and create a new hard-scaped public space, increasing the flexibility of the area. However, there is a view that the road should remain in its current location, enabling retention of a larger green space. There are strong arguments for both approaches, and a decision can be made at a later stage of design.

A new bus interchange is created in the vicinity of the King & Queen.



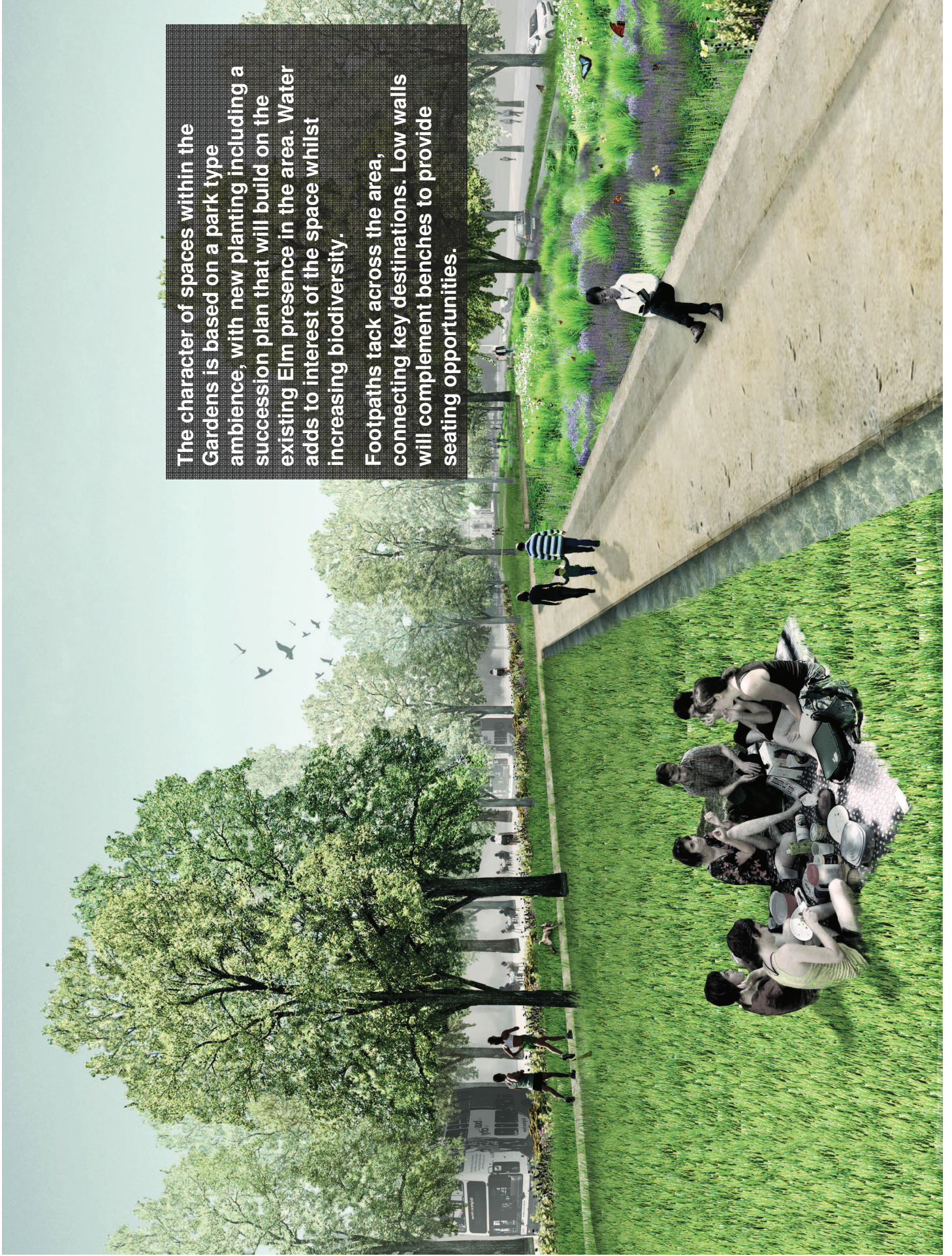
An aerial map of the Old Steine area in Brighton, showing a proposed urban redesign. The map features a central green space with trees and a circular area, surrounded by residential and commercial buildings. A road network is overlaid, with a new interchange proposed on the right side. The text box is located in the lower-left quadrant of the map.

All buses are moved to the west of the Old Steine, creating a more legible interchange.

There is significant opportunity to reclaim large areas of unused tarmac space around Aquarium Roundabout and the south of the Old Steine. Overall, 'footway space' almost doubles by making use of these redundant areas.

There is potential to investigate opportunities for a new cultural space in the area, which will be investigated further at the next stage of design





The character of spaces within the Gardens is based on a park type ambience, with new planting including a succession plan that will build on the existing Elm presence in the area. Water adds to interest of the space whilst increasing biodiversity.

Footpaths tack across the area, connecting key destinations. Low walls will complement benches to provide seating opportunities.





The Avenue on the eastern side of the Gardens is designed to provide a grand route into the city that feels part of (rather than a perimeter encircling and creating a barrier to) the Gardens.

Because the new traffic arrangement is continuous between St Peters and the seafront, people will always know which way traffic is coming from.





Pedestrians will only have to cross two lanes of traffic at any time. Because the new traffic arrangement is continuous between St Peters and the seafront, people will always know which way traffic is coming from.













## **Appendix 2: Consultation & Communication Approach, Concerns and Comments of Support provided by members of the Stakeholder Steering Group**

### **1. Consultation & Communication Approach**

Full public consultation was undertaken in April 2012 to get residents' views on Valley Gardens as it currently is, and their aspirations for future improvements.

The design team has used this feedback to guide development of the concept scheme, working with a range of stakeholders to ensure local knowledge has continued to feed into the design process.

The positive discussions with stakeholders during the workshops give the project team confidence that the proposal can deliver the aspirations identified in the initial consultation, and that the suggested transport arrangement offers the best way of improving movement for all users through Valley Gardens with minimal negative impact on other users and uses of the area. Using the city's transport model, the suggested traffic arrangement has been tested to ensure it can accommodate existing traffic flows.

In late January / early February, two day long events were held at various locations in the vicinity of Valley Gardens to share details of the proposals with the local community, supported by information on the council's website. Though designed to communicate the proposals and rationale behind them rather than act as a formal consultation, the events again saw majority support for the proposals from the majority of people who attended.

Should the principles of the proposal be agreed at March Committee, it is recommended that full public consultation is undertaken to help inform the next stage of project development.

### **2. Stakeholder Steering Group Feedback**

The following comments in support of the proposal have been provided by members of the Valley Gardens Stakeholder Steering Group.

(Comments were not received from Alan Boldon (University of Brighton) in time for inclusion in this note).

#### **Chris Todd – City Sustainability Partnership and Friends of the Earth**

I think that done well with good design and quality materials, these proposals will vastly improve people's experience of what should be an important part of the city. It's not just about joining up a series of dysfunctional green islands but changing the perception of the whole area. This will create a real long term asset.

These proposals will improve local people's living environment, not just within the central green space, but all over, including the pavements around the edges. They will also allow greater use of the area socially and economically, while also giving a better welcome to visitors to the city.

The simplification of the road layout with better crossings will make it safer while the improved bus priority measures should help speed up services and provide a new northbound bus stop serving the Prince Regent swimming pool / Jubilee Library / North Laine area. The changes to the Aquarium roundabout would dramatically improve the setting of both the Palace Pier and the Aquarium as well as neighbouring buildings while vastly improving the visitor experience and connectivity to the seafront.

Any concerns are around there being a can-do mentality, rather than a can-not. For instance, some way of extending the cycle facilities southwards needs to be found around the Pavilion pinch point. Also the elm trees need not only to be protected but giving a good setting, even if that is in the central reservation. And environmental features, particularly around planting and water, and their associated messages and stories, must not be lost.

#### **Andrew Boag – Brighton Area Buswatch**

The Valley Gardens plans should improve the environment for everyone, enhancing the impression given to visitors arriving in Brighton by road. Particular benefits for bus users include the possibility of extra bus stops between Church Street and North Road to improve access to the North Laine area. It also provides an opportunity to create a more attractive space around Old Steine. Segregating bus lanes from general traffic should reduce delays to buses, which could encourage more people to use public transport.

#### **Stephen Young – Living Streets**

Valley Gardens, potentially a wonderful open space in the heart of our city, has, over the years, turned into a giant traffic engineering scheme. The current proposals could rectify this and create a fitting gateway, transforming Valley Gardens into an accessible and enjoyable space. Pedestrians should enjoy a better walking environment, especially with the reduced number of road crossings required to get from St Peters Church to the seafront.

#### **Chris Kift - Chair of the BHCC City Assembly and Member of the Fed for Independent Living**

From my point of view this plan will make my journey to London Rd in my wheelchair a much nicer experience. It has more space with the wider pavements on the West side so less obstructions, for people with limited mobility, more public seating and a quieter and less polluted atmosphere.

#### **Alistair Hill - Consultant in Public Health, NHS Sussex / Brighton and Hove City Council**

The plan to improve Valley Gardens has significant potential to improve health and wellbeing (including mental wellbeing) and tackle local health inequalities, by creating a high quality, safe and accessible City centre green space that will:

- Promote physical activity, including walking and cycling
- Provide opportunities for people to enjoy social interaction and play
- Link to existing walking, cycling and public transport networks.



The proposals fit well with the recommendation of the local Joint Strategic Needs Assessment to improve access to green and open spaces, as well as the priorities in the draft Health and Wellbeing Strategy for Brighton and Hove, which include helping people maintain a healthy weight and improving emotional health and wellbeing.

They are also consistent with the National Institute of Health and Clinical Excellence (NICE) guidance on physical activity and the environment, and preventing Type 2 diabetes, and the new national Public Health Outcomes Framework indicator on 'utilisation of green space for exercise and health reasons'.

#### **Roger French – Brighton & Hove Bus and Coach Company**

We like the plans as they're developing.

#### **Julie Cattell – Chamber of Commerce**

The proposal is very well thought out and takes into consideration all users and their interactions. It will vastly improve this neglected part out the city and create links between areas that are quite isolated from each other. From a business point of view, any project which makes the city more permeable will be beneficial. There will be particular benefits for shops and businesses in North Laine.

### **3. Concerns**

Despite the general support received for the scheme, concern has been raised that the proposal has a negative impact in terms of open space policy, could impact on the types of events that could be accommodated within the area in future and could do more from a biodiversity perspective.

As would be expected, a range of different interests need to be accommodated within Valley Gardens, and different people have different views as to how the available space should best be prioritised. The proposal seeks to balance the needs of all users and uses of the space, and seeks to deliver a proposal best suited to the various needs of the city.

To an extent, the design team feel that the current proposal is flexible enough for some of these concerns raised to be resolved through forthcoming stages of design. The concerns raised relating to Open Spaces, Cultural Projects and Parks are set out below:

#### **Open Spaces**

In general the proposals are welcomed. Initiatives that help to make open spaces more accessible and optimise their use are essential when regard is given to the objectively assessed open space needs of the increasing population within this constrained high density city (constrained between the sea and National Park).

However, due to the assessed needs a concern is raised over the proposed reduction in greenspace and its fragmentation especially within Victoria Gardens (there are assessed needs and standards for parks and gardens, natural semi-natural space, amenity greenspace, allotments, children and young people equipped play space and outdoor sport – Valley Gardens currently falls within the parks and gardens typology).

The city is unable to deliver much of the assessed needs for additional open space (eg in excess of an additional 200 hectares by 2030). It is therefore unsustainable to assume a reduction in existing open space can meet the needs of the increasing population. The cumulative impact of incremental loss of open space within the city would be significant if left unchecked.

The main concern relates to the proposed route of the bus/cycle lane in Victoria Gardens. Road layouts rarely alter and dedicated cycle and bus lanes can enable aggressive cycling/driving especially when timetables are to be met.

It is therefore considered the proposed cycle/bus lane will form a barrier within the space and reduce the future flexibility in the use of the space that could be necessary to meet assessed needs and trends. Indeed as the population increases traffic upon this road is likely to increase.

Unless this proposal and the incremental loss in open space accords with and is justified within a wider open space strategy for the city (or similar) it is considered the route for the bus/cycle lane should be reconsidered.

Potentially it could be rerouted to the east of Victoria Gardens, which would improve the connection between the gardens and the city centre, or retained in the position of the existing carriageway - with the provision of appropriate pedestrian crossings.

Based on the current information the merits of the proposed bus/cycle lane within Victoria Gardens are not felt to justify the negative impacts upon the future potential of this open space and its ability to meet assessed needs.

*Brief Response: The Valley Gardens Concept Scheme seeks to deliver a range of objectives and best balance the needs of a range of users and uses. At times this can only be achieved by identifying a compromise that offers maximum overall benefit to the city. The proposed bus lane is expected to carry around 250 vehicles an hour (including buses and private vehicles accessing frontages, but excluding taxis – a decision as to whether taxis would use this facility or the eastern general traffic routes will need to be made at a later date).*

*Whilst rerouting the bus lane to the eastern side of Valley Gardens could be explored at the next stage of design, such an approach would likely increase severance between Victoria Gardens North and South and either:*

*A: increase severance between the Gardens and the east of the city and retain aspects of the inconsistent transport arrangement that currently contributes significantly to the poor quality (and so use of) Valley Gardens (if bus provision was retained but moved to the east of the Gardens), or*

*B: reduce traffic capacity and bus provision through this area (if buses shared the proposed general traffic lanes).*

*There are valid arguments for and against re-routing the carriageway along Marlborough Place, and it is recommended that a decision on this aspect of the scheme is made at the next stage of design, based on a careful assessment of the relative benefits to the city of both approaches.*

## **Arts & Cultural Projects**

There is no requirement from the cultural sector to retain the (Victoria Gardens South large event) space as is in order to maintain the exact nature of the current cultural activity. However, it should be noted that outdoor event and cultural activity sites are being lost all over the city and in this context the loss of Victoria Gardens South without a replacement presents a threat to the city's future cultural offer. It is suggested that the development presents a rare opportunity to vastly improve the cultural infrastructure through the creation of a new cultural and civic space for the city in the south-west corner of the Old Steine. The city currently does not have a civic square for larger events, screenings, visiting tourist installations (ice rinks etc) and occasional stage events. There is demand for this from the city's cultural partners and visiting commercial promoters – and the potential to generate significant revenue from commercial hire. Currently the only two suitable larger cultural spaces in the city – Black Rock and the old paddling pool site – are both in demand – and both are due to disappear as the surrounding land is developed.

The unlocking of the corner of Old Steine as an open cultural space would require a rethinking of the bus lane that currently cuts through the space, either to divert it or limit its use and reduce its permanent impact on the landscape (through bus shelters for example)

*Brief Response: Opportunities to provide an enhanced cultural activity / event space at the Old Steine should be investigated during the next stage of design, informed by the Cultural Strategy for the area. For sake of clarity it is important to note that where there are competing and incompatible demands on the same space, a decision on the most appropriate use for the area will need to be based on careful assessment of the relative benefits to the city of different approaches.*

## **City Parks**

The council's parks department, City Parks plays a strategic role in protecting and enhancing the city's parks and green spaces. On a day to day level City Parks is responsible for the maintenance of Valley Gardens.

Officers have been consulted on the proposals and have provided comments in relation to the impact of the scheme on the open space and biodiversity.

Valley Gardens is a unique open space in the heart of the city where many residents do not have access to private gardens. The city as a whole does not have sufficient parks and gardens to meet the standards defined by the council's planning policy. It

is anticipated that by 2030 a further 200 hectares will be required to meet the needs of increased population numbers.

It is therefore disappointing that the master-plan proposals were not able to identify ways of reducing traffic in this area or ways to extend the green spaces to make a larger recreational park in the centre of the city. However the reasons behind the decision to produce a traffic neutral scheme are understood.

Overall City Parks fully supports the concept landscape design which provides improved wildlife habitats, provides flood amelioration measures and connects to the history of the site with the use of water and flowing paths. Proposals for use of art and other initiatives are welcome.

However, officers consider the loss and fragmentation of green space in the proposed/preferred scheme to be unacceptable given the importance of this resource for people and nature in this city centre location and green network route.

This is the result of two main proposed changes:

- a) Green space has been lost due to the creation a new hard landscape civic space to the west side of South Victoria Gardens and the creation of a bus lane running through the middle of South Victoria Gardens.
- b) The creation of new traffic lanes on the east side of Valley Gardens running on either side of the existing elms which will become isolated from the main green space. These elms are now rare across the UK and are part of the National Elm Collection; it is imperative therefore that they are protected and enhanced.

Officers are concerned that the narrowing and fragmentation of green spaces will make them less attractive for recreational use and their natural value/experience.

If the proposed master-plan is adopted officers recommend that the loss of green space is minimised by losing the proposed hard civic space to the west of South Victoria Gardens and making the proposed bus lane follow the line of the existing road. If possible, there should also be better north-south connectivity for the various green spaces.

Given the estimated 15-20 years for the whole scheme to be implemented in stages as resources allow, there is a risk that the soft landscaping elements will not be fully implemented and/or there is no revenue funding to maintain them properly.

It is therefore requested that any approval to adopt the proposed scheme is given only if sufficient funding can be made available to prepare and implement a fully costed Management & Maintenance plan for the landscaped elements of the site and sufficient revenue funding is made available to manage and maintain the landscaped elements to a sufficiently high standard so to protect the capital investment in this area.

*Brief Response: It is not considered desirable to propose a transport scheme in Valley Gardens that would cause significant levels of traffic to be displaced onto*

*alternative city routes less suited to carrying that traffic, and strategically, there are no wider measures that are likely to significantly reduce levels of traffic in the city centre in the foreseeable future. From a pragmatic perspective, the proposal therefore seeks to be traffic neutral. Whilst it is accepted that there are different views on the principle of whether vehicle numbers should be restricted in the city, such a subject is beyond the scope of the Valley Gardens project.*

*As stated elsewhere in this note, there are arguments for and against re-routing the Marlborough Place (Victoria Gardens South) carriageway, and it is recommended that a decision on this subject can be made at the next stage of design.*

*The necessity for a Management & Maintenance plan for the landscaped (and wider) areas of Valley Gardens is reflected in the recommendations of the main report.*



## **Appendix 3: Background to the recommended development of a management and maintenance and cultural strategy**

### **Management & Maintenance Strategy**

It is critical that any physical enhancements to the Valley Gardens are supported by the necessary resource to manage and maintain the area. The delivery plan will suggest a provisional management and maintenance strategy that would draw on public and private opportunities. The approach is designed to ensure the proposed Valley Gardens scheme can be managed and maintained in a way that brings maximum benefits in terms of partnership working, learning opportunities, community involvement and ownership and cost effectiveness.

For obvious reasons, it is not appropriate to develop partnership agreements for the maintenance and management plan for a future Valley Gardens arrangement before a concept scheme for Valley Gardens is agreed.

However, any maintenance and management arrangement of green spaces would need to be co-ordinated by the Parks team, and it should be recognised that this will have a resource impact, probably necessitating the creation of a new post. (Additional involvement will be required from other teams within the council – such as Licensing and Sustainable Communities – to inform other aspects of public realm management).

Should the concept scheme be agreed as an aspiration for the city, one of the initial tasks to be undertaken should be development of a costed and agreed high level (scheme wide) management and maintenance plan. Development of the plan would be led by the Parks team and cost an estimated £15,000 to prepare.

At this stage, it will not be possible to calculate definitive maintenance and management resource requirements for the individual public spaces within the Gardens, as these will depend to an extent on the specific design details (such as planting) agreed for each space. On that basis it is strongly recommended that as and when individual phases of the overall concept scheme are brought forward for detailed design and delivery, a caveat should be established that would ensure that approval could only be given to deliver those elements alongside agreement and resourcing of an area specific sustainable management and maintenance plan.

### **Cultural Strategy**

As the plans continue to develop for the Valley Gardens stretch, it is vital to continue detailed conversations with the cultural partners in particular who neighbour the spaces and who are likely to bring programming content to the spaces on a year round basis, encouraging activity and a diverse footfall.

There are a number of key developments bordering the Valley Gardens on both sides which are concurrent with the emergence of the Valley Garden

plans which need to dovetail together: the Circus St development, the Royal Pavilion Estate masterplan, the development plans of Phoenix Art Gallery and the University of Brighton in particular.

It is crucial that the Valley Gardens operate as an extension of the cultural facilities to the east in particular and do not become a barrier to those facilities. The Valley Gardens spaces have the potential to be the connecting space between the facilities to the east and the rest of the cultural quarter to the west.

Given the importance of these elements; of the heritage and history of the landscape and of its potential for use and impact, it is recommended that a supplementary piece of detailed guidance is developed covering the cultural and heritage aspects of landscaping, relationship to the city and activity for the Valley Gardens. This work can inform the design of phases of the Valley Gardens project as they are progressed towards delivery.



## **Appendix 4: Frequently Asked Questions**

### **A vision for Valley Gardens?**

Following public consultation and a series of workshops with stakeholders, a masterplan has been drawn up for Valley Gardens.

Valley Gardens is made up of the series of green spaces running from The Level down to the Old Steine and the seafront. Based on responses to the consultation, the masterplan aims to upgrade the public spaces and improve routes for pedestrians, cyclists, drivers and public transport.

The proposals will be going to the council's Transport Committee in March. If they are agreed, the improvements are likely to be delivered in phases over coming years as opportunities arise. Further consultation will take place as the detail of each phase is progressed.

The ideas include creating a tree lined avenue for north and south bound traffic on the east side of Valley Gardens, a 'park road' for buses and cyclists on the west, and simplified crossing points for pedestrians. The changes are designed to make it easier for everyone to move through and across the area.

The plan also includes changing the seafront roundabout to a junction to improve traffic flow and make it easier for pedestrians to get to and from the beach. Traffic modelling has shown that the proposals will be able to accommodate existing levels of traffic in the area with no adverse effect.

While the specific detail of the public spaces within Valley Gardens will be developed at a later stage of design, key principles of the proposals include a flexible mixture of soft and hard-scaped areas based around a natural, sustainable theme. The spaces will have better connections to existing attractions and destinations in and around Valley Gardens, and be managed in a way that maximises community involvement.

To see the outline illustrations of the traffic proposals, view or download our Valley Gardens traffic masterplan map [PDF XXkb].

If you have any comments on the proposals, please:

- e-mail: [valleygardens@brighton-hove.gov.uk](mailto:valleygardens@brighton-hove.gov.uk)
- Phone: (01273) 293858
- Post: Valley Gardens feedback, Brighton & Hove City Council, Room 404, Hove Town Hall, Norton Road, Hove, BN3 3LS

### **The process**

#### **Why do we need to improve Valley Gardens?**

The area has huge potential as a city amenity space, and plays an important role in connecting various city destinations. However, hardly anyone spends any time in the green spaces, and movement through the area can be difficult whether you are travelling by vehicle or on foot.

Our vision is for Valley Gardens to become a key area of Brighton & Hove that adds to the city's appeal. We would like Valley Gardens to be:

- an attractive, flexible, safe space that enhances the city centre's environment
- a place that will attract residents and visitors at all times of the day and year, with something for everyone to enjoy
- a meeting place, connecting the city efficiently and safely however people travel

In the consultation held last spring, 83% of people said they would like to spend time or more time in Valley Gardens if facilities and / or the environment were improved. Only 1% said they thought Valley Gardens was fine as it is.

Typical comments from people who drive through the area included the desire for a simpler road layout, while cyclists expressed a desire for coherent, joined up cycling facilities. Only 26% of people thought it was pleasant to walk through Valley Gardens, and only 17% felt it was easy to cross the road.

This and other community and stakeholder feedback illustrates the fact that Valley Gardens is currently falling short on its potential as a key public place and as an important route through the city. We want to put this right.

### **Where is the money coming from and what are the next stages?**

In response to the consultation, most people agreed that Valley Gardens doesn't work very well at the moment. Over the years, numerous individual changes have been made in the area. Often these have sought to solve a specific problem for a specific user group in a specific location, perhaps with limited consideration of other users of the space. The result is the confusing, disjointed environment that we see today, which doesn't really work well for anyone.

Our main priority is to develop a practical masterplan for Valley Gardens that can achieve the aspirations of the city. Once we have this agreed, we can ensure that any future changes in the area contribute towards a consistent, high quality environment that works well for everyone.

If the masterplan is agreed, improvements within Valley Gardens are likely to be delivered in phases over coming years as opportunities arise. However, the project is not just a paper exercise. Funding for initial improvements has been secured through a 'Better Bus Areas' bid and this work will start later in 2013. Indicative funding in the Local Transport Plan and funding from various developments in the area also provides opportunities to start improving Valley Gardens in the near future.

### **How have people been consulted about this proposal?**

We carried out a public consultation exercise in April 2012 to get residents' views on Valley Gardens as it currently is, and their aspirations for future improvements. Our design team has used this feedback to guide development of the masterplan. Along the way, we've held regular workshops with a range of stakeholders to ensure local knowledge has continued to feed into the design process.

The workshops have investigated the feasibility of different transport arrangements and discussed ways in which public spaces can be better designed to fulfil their potential.

The positive discussions we have had with stakeholders gives us confidence that our proposal can deliver the aspirations identified in our consultation. We are also confident that our suggested transport arrangement offers the best way of improving

movement for all through Valley Gardens with minimal negative impact on other users and uses of the area. Using the city's transport model, we have tested the suggested traffic arrangement to ensure it can accommodate existing traffic flows.

However, by its nature, the masterplan is still conceptual. We expect that the development will be delivered in phases over time as and when opportunities arise. We will consult on specific details of the improvements as each phase is progressed when it will be most meaningful.

## **Traffic and transport**

### **Will it take longer to get in and out of the city by car?**

No. Our proposal seeks to make it easier for everyone to move through the area, irrespective of how they travel. Simplifying the road layout should allow vehicles to move more freely through the area, while reducing the negative impact transport infrastructure currently has on other potential uses and users of the area. Transport modelling has shown that our simplified transport arrangement will accommodate existing traffic levels.

### **Will the proposal improve traffic flow in the area?**

Many of the busiest transport routes in the city pass through Valley Gardens and, as the current road layout has developed over time, what is there at the moment is inconsistent and often overcomplicated. This creates problems and confusion for drivers and other existing or potential users of Valley Gardens. However, vehicle routes, at least between the Level and the seafront, could be quite simple.

The new proposal seeks simplicity and consistency. As well as being easier to understand, the arrangement results in simplified junctions, which enables freer vehicle flow. Transport modelling indicates that the improvements will reduce traffic in adjacent areas, because people will have less need to 'rat run' to avoid the existing levels of congestion through the gardens. At the same time, overall space given over to vehicles can be reduced by around 25%, meaning more public space, so everyone benefits.

### **Are you trying to reduce traffic in the area?**

In order to be deliverable in the short term, the scheme is designed to accommodate existing levels of traffic through the area. However, we hope the proposals will increase the attractiveness of other travel options, and so could encourage reduced levels of traffic in future.

In an ideal world, most people would like to see reduced levels of traffic. This aspiration was even fed back by people who classed themselves as drivers during the consultation. However, it would be unrealistic to expect traffic to disappear, at least in the foreseeable future, and it would be detrimental to the wider city if we moved significant amounts of traffic from Valley Gardens on to alternative streets that have less capacity to deal with high vehicle numbers.

By accommodating the traffic in a different and simpler way, we are confident that the proposal will make Valley Gardens an easier place to drive through, as well as

significantly reducing the negative impact traffic currently has in the area, even if current traffic levels are maintained.

However, we hope that creating a pleasant walking environment and improving cycle and bus facilities will make people more likely to consider alternative means of travelling through the area in future. And by making Valley Gardens an attractive part of the city rather than just a place to drive through, some people visiting the city by car may choose to park earlier, and continue their journey on foot, further reducing city centre traffic.

### **What about access for local traffic?**

Although the proposal sees private vehicles moved to the east of Valley Gardens, we the important east-west transport links are maintained. Local vehicle access to properties on both sides of the gardens will also be maintained.

### **Will we be consulting further on specific details of the scheme, such as changes to the Aquarium Roundabout and other junctions?**

Yes. Using the city's transport model, we have tested the suggested traffic arrangement to ensure it can accommodate existing traffic flows.

However, the masterplan is conceptual at the moment and none of the individual details included are set in stone. We expect that the masterplan will be delivered in phases over time as and when opportunities arise and specific details of physical improvements will be agreed as each phase is progressed. We feel that this will be the point at which further detailed consultation will be most meaningful.

### **Will the roads be subject to the 20mph limit?**

The proposed city 20mph speed limit would apply in Valley Gardens. However, we feel that through good design, we can improve behaviour and awareness of people moving through the area irrespective of the maximum speed limit, and significantly improve safety. The current road design probably encourages vehicles to drive quickly - partly because the roads look like outer city highways rather than town centre streets, and partly because 'stop-start' conditions encourage drivers to speed up in order to try and beat the next set of traffic lights. At the same time the complex and counter-intuitive road layout can be confusing and frustrating for everyone, increasing the likelihood of collisions.

### **How do the proposals improve pedestrian and cycle connectivity?**

In our April consultation, very few people thought the current arrangements for pedestrians and cyclists in Valley Gardens were adequate. Due to the inconsistent road layout and overly complex junctions it's often unclear which way traffic will come from. Some of the roads are a lot wider than they need to be and there are a lot of guardrails.

Simplifying traffic arrangements enables us to improve access through the gardens for pedestrians and cyclists. A simpler layout of roads and junctions will allow traffic to flow more steadily, and pedestrians will always know which way it is coming from. The design of the roads will remind drivers that they are in a town centre, so they will drive with much greater care.

The proposals include simplified crossings (where pedestrians will never have to cross more than two lanes of traffic in one go), and formal footpaths through the gardens. Reducing the amount of space given over to roads means that footway space between buildings and roads almost doubles.

A dedicated cycle route will be provided along the length of the gardens. Confident cyclists will be able to share the roads with vehicles and recreational cycling will be allowed within the public spaces. We are also planning to add new cycle parking facilities in the gardens, details of which will be agreed at a later stage.

### **How will buses operate in Valley Gardens?**

As with many other things, bus facilities within Valley Gardens are currently very inconsistent. Sometimes there are bus lanes, sometimes there are none. Often, bus stops are located on traffic islands, surrounded by guard-railing, between busy roads.

The proposal sees a simple, consistent bus route running along the western side of Valley Gardens between the Old Steine and the Level. The idea is to have three simple bus interchanges with improved facilities at St Peter's Church, Marlborough Place (a new bus stop many people requested during our April consultation) and the Royal Pavilion.

At the Royal Pavilion, the bus stops would continue to use the listed 1920s deco tram shelters, and there may be new versions added.

### **The public spaces**

#### **Does the proposal result in a net loss of green space?**

If the proposals are delivered in full, there will be a slight (7.6%) reduction in the size of the green spaces currently running through the centre of Valley Gardens.

However, much of this existing green space has limited benefit from either a biodiversity or recreational perspective, and the idea is to improve the quality, accessibility and biodiversity of the green spaces and increase the amount and flexibility of the general public space.

Overall the proposal significantly increases the amount of space with biodiversity value. Reflecting consultation feedback, the proposal incorporates additional trees, including a legacy planting strategy to ensure the area maintains its important Elm heritage in future decades. Wider planting schemes provide habitats for animals, and the overall landscape design maximises opportunities for grey water harvesting.

The simpler road layout enables space used by vehicles to be reduced by 25%. This creates more public space. In addition, the simplified road layout reduces the perceived and physical barriers between these public spaces and the surrounding city, increasing the attractiveness of these recreational areas.

#### **Won't the changes increase the risk of flooding?**

Two of our design objectives – an improved environment for biodiversity and an environment that connects to the city's history – are reflected in our desire to introduce a sustainable water harvesting system to Valley Gardens.

The biodiversity benefits extend into the 'hard-scaped' areas of Valley Gardens, both through highly visible aspects (such as new trees) and less obvious factors, such as permeable carriageways which contribute towards sustainable water management. We will also be investigating introduction of swales and grey water harvesting from surrounding buildings.

As well as bringing environmental benefits, we hope sustainable water management can contribute towards features that enhance the aesthetic appeal of the gardens, and serve as a reminder of the area's historic valley character which traditionally carried the seasonal Wellesbourne river.

### **How does the proposal create a high quality space to welcome people to the city?**

The idea is to create an attractive area where everyone will want to spend time, adding to the city's appeal for residents and visitors. Valley Gardens already has great inherent qualities, including public spaces, buildings such as the Royal Pavilion, the pier and St Peter's Church, and key destinations such as the University. But the current environment stops these elements from fulfilling their potential. When we asked people what words they would use to describe Valley Gardens today, only 8% were positive, and half the positive comments related to Valley Gardens' potential to be something better.

By redressing the oppressive, overly complex vehicle infrastructure that dominates today and providing an environment that people will have reason to spend time in, we believe the proposal enables Valley Gardens to fulfil its inherent potential as a high quality space and welcome.

### **How does the proposal encourage people to use the green spaces?**

Rather than focussing on encouraging people to use the green spaces in Valley Gardens specifically, our objective is to make the whole of Valley Gardens a more pleasant public space, incorporating a mix of hard-scaped and green areas.

As an overall principle, we want to create flexible spaces that can be used at different times of the year for formal and informal activities. These spaces will incorporate aspects that consultation told us people wanted to see – such as better seating, planting, natural spaces and events.

We also want to help existing attractions within the area fulfil their potential as activity generators. For example, we want to help St Peters fulfil its potential as a community hub, work with the university to encourage academic life to spill into the gardens and encourage varied and interesting businesses around the edges of the space.

### **Doesn't realigning the road on Marlborough Place reduce the recreational space in Victoria Gardens?**

The proposal suggests realigning the Marlborough Place road so that it leads directly to the Royal Pavilion entrance, strengthening and formalising the visual and physical connection between this key building and the surrounding gardens. From a practical perspective, this allows us to create a new hard-scaped public area that would be ideally situated for events, perhaps connected with the nearby theatres or taking place at times when the green areas are too wet or muddy to use.

So far we have had different views as to whether the road should be realigned. Those who support it feel that the existing green space has limited value in terms of public use or biodiversity, and that realigning the road would create a hard public space that could host events year round. Those who want to keep the road how it is feel that realigning the road would lead to loss of green space, and a loss of recreational space.

In truth the proposal would work irrespective of whether the road was realigned, and a decision could be made at the relevant stage of project delivery. The recommendation of the design team would be to realign the road, due to the enhanced relationship it creates between the gardens and the Royal Pavilion, and the flexibility the new hard-scaped public area would provide.

Whatever decision is made, it is important to remember that green space and recreational space within Valley Gardens are not one and the same. A combination of green and hard-scaped public areas can boost the flexibility of Valley Gardens, making it able to accommodate a wider range of uses.

### **Can we do more to connect the central gardens?**

The current proposal relies on simplified road design and junctions to provide better north-south links between the gardens. As buses and other vehicles no longer need to switch from one side of the gardens to the other midway along Valley Gardens, intersections will carry less traffic, but we still need to provide some connection with east – west routes such as North Street.

It may be possible to remove the road between St Peter's Church and Victoria Gardens. The proposal includes a road here to provide access to North Laine via Trafalgar Street, but stakeholders suggested Cheapside via St Peter's Place may be a more practical way of accessing North Laine. We've left the road in the proposal at the moment but further consideration will be given to this section at detailed design stage.

### **How will the proposal provide a better environment for our historic Elms?**

Valley Gardens is home to some of the most important trees in the world. Having survived Dutch Elm Disease, the trees are part of the National Collection of Elms and it is important that they are recognised and protected in an improved landscape setting.

Careful construction techniques will be used to ensure any work does not damage the existing Elm trees. Planting proposals for the area include the introduction of new trees to ensure the area's Elm Heritage extends into the future.

## **Management & Maintenance**

### **Will any improvements be properly maintained?**

It is critical that any physical enhancements to the Valley Gardens are supported by the necessary resource to manage and maintain the area. Alongside our proposal for physical improvements we have produced a provisional management and maintenance strategy that would draw on public and private opportunities. The approach is designed to ensure the proposed scheme can be managed and

maintained in a way that brings maximum benefits in terms of partnership working, learning opportunities, community involvement and ownership and cost effectiveness in future.



<b>Subject:</b>	<b>Award of on street Parking Management Contract</b>		
<b>Date of Meeting:</b>	<b>5 March 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Austen Hunter</b>	<b>Tel: 29-3287</b>
	<b>Email:</b>	<b>austen.hunter@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 The current on-street Parking Management Contract expires on 1 July 2013. A full review of services to be included in the Contract was carried out prior to the development of the specification for the new contract taking into account technological advances and the need for more efficient working practices.
- 1.2 The tendering exercise is now complete and the report explains the outcome of the procurement exercise carried out in line with council policies and EU procurement regulations

**2. RECOMMENDATIONS:**

- 2.1 That Transport Committee authorises the Strategic Director Place to approve the award of the on-street Parking Management Contract to the preferred bidder for a three year duration with option to extend for two years plus a further option to extend for a further two years, in line with the recommendations of the Tender Evaluation Report produced by the evaluation team.

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

- 3.1 An evaluation of the current on street parking contract was carried out with a view to developing an updated parking specification for the new contract. This included a financial analysis of all services currently provided as well as a review of technological services by our corporate ICT services.
- 3.2 This highlighted that some non-statutory services were being provided at significant cost to the council such as the provision of a city car pound. It should be noted that most councils do not remove vehicles and also do not have a fully-staffed car pound. A successful trial was carried out last year of relocating vehicles incorrectly parked in a suspended bay instead of removing them to the city car pound. Following a full financial analysis of this aspect of the service, the decision was taken not to include the provision of a car pound in the new contract

with an annual estimated saving of £230,000. This is mainly comprised of savings on accommodation, staffing, vehicles and fuel costs.

- 3.3 A number of ICT services such as the provision of PCs and networking were also excluded from the new contract, as it is more economical to provide them in-house further to the move of back office parking staff to join their frontline colleagues at Hove Town Hall. These are expected to result in annual savings of £100,000.
- 3.4 The procurement exercise was carried out to ensure that suitably qualified suppliers were invited to tender to meet the requirements of Brighton and Hove City Council. Twelve companies completed a Pre Qualification Questionnaire and following evaluation four potential suppliers were sent an Invitation to Tender. The Invitation to Tender was issued on 31 July 2012.
- 3.5 Three Tenderers advised prior to the tender submission deadline that they would not be submitting a return. The reason stated by Tenderers are summarised below:
- We have considered in detail the requirement and decided we do not currently have the ability to position a credible solution for you given the other competitors.
  - The main reason is that the value and size of the contract goes against our business strategy.
  - Currently carrying out a detailed review of its business with a view to identifying its core businesses and streamlining the organisation. Unfortunately, this process currently prevents us from bidding for this tender.
- 3.6 One tender response was received by the deadline on 28 September 2012. The response was from the incumbent service provider and contained a standard and a variant bid as permitted by the ITT. The two bids were evaluated in accordance with the approved Evaluation Framework with the quality element of the responses weighted at 60% of marks available to Tenderers.
- 3.7 Following evaluation of these two bids it is recommended that the standard bid be accepted.
- 3.8 Subject to approval, a standard Award Letter will be issued to the Successful Tenderer and reasons will be given for the decision to choose the standard bid.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The Citywide Parking Review included meetings with over 40 Local Action Teams (LATs), resident associations and community group meetings and consultation with ward members and other key stakeholders such as the Federation of Disabled People and Disabled Workers Forum. A sample postal consultation with 6,000 residents citywide was undertaken and over 250 items of correspondence received.
- 4.2 A survey of Local Highway Authorities Parking Best Practice was also commissioned through transport consultants Mott McDonald. 143 local

authorities were contacted of which 34 responded (25%). 18 were interviewed in detail.

- 4.3 The results were reported back to Transport Committee on 15 January. These include the introduction of pay by mobile phone parking (67% of younger respondents said they would use this service). Verge parking enforcement will be trialled and enforcement increased outside of the Controlled Parking Zone in line with the report recommendations.
- 4.4 The specification for the new contract was designed with sufficient flexibility to accommodate the matters arising from the review.

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

### Financial Implications:

- 5.1 The saving compared to the current contract is estimated at £500k per year. The proposal to relocate vehicles rather than using a city car pound will mean that the Council will not receive removal fees of approximately £100k per year. Therefore the net saving is expected to be approximately £400k per year. This equates to £300k for the part year in 2013/14. This has been reflected in the proposals to Budget Council.

*Finance Officer Consulted: Jeff Coates*

*Date: 05/02/2013*

### Legal Implications:

- 5.2 The Council is empowered to carry out civil parking enforcement under the provisions of Part 6 of the Traffic Management Act 2004.

The tendering exercise in relation to this Contract has been conducted in accordance with EU procurement Rules. Given the value of this contract, the Council's Contract Standing Orders (CSO's) require Committee approval for the Council to enter into contracts valued in excess of £500k. The Contract will need to be in a form approved by the Head of Law.

*Lawyer Consulted: Liz Culbert*

*Date: 05/02/13*

### Equalities Implications:

- 5.3 The contractor is required to comply with all relevant equalities legislation in line with council policies. Equalities impact assessments are regularly updated on parking policies. The enforcement and management of Blue Badges is key to helping disabled drivers access the city's businesses and services in accordance with the national scheme criteria.

### Sustainability Implications:

- 5.4 The new parking contract will result in vehicles no longer being transported sometimes long distances to the car pound resulting in a reduction in vehicle

emissions. The new contract also includes new features such as enforcement of on-street parking by mobile phone which should in time result in fewer on street cash collections. The new contract should result in an increase in enforcement by Civil Enforcement Officers using bicycle as well as other more efficient ways of working.

#### Crime & Disorder Implications:

- 5.5 The on-street presence of Civil Enforcement Officers acts as a deterrent to acts of crime and disorder. The contractor is also required to work in partnership with Sussex Police and other enforcement agencies such as the DVLA to report vehicle crime, Blue Badge misuse and untaxed vehicles.

#### Risk and Opportunity Management Implications:

- 5.6 By undertaking a thorough review of the service prior to implementation we have been able to ensure the contract is best placed to make the most of upcoming technological changes in the sector such as pay by mobile parking. As the incumbent service provider is the preferred bidder there are reduced risks associated with the award of this contract as the contractor is familiar with the city. The reduced role of the city car pound has been phased in over the past year of the current contract with no adverse implications.

#### Public Health Implications:

- 5.7 Any reduction in CO2 emissions will benefit public health.

#### Corporate / Citywide Implications:

- 5.8 The new contract will work towards achieving the corporate priorities of creating a more sustainable city and a fair balance between the needs of pedestrians and cyclists, public transport users and motorists.

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 An evaluation of the scope of the contract was carried out prior to tendering the contract to establish whether other elements of the work of parking services should be included in the contract. The processing of applications for parking suspensions has been included in the contract as a result of this exercise. The management of permit applications and management of the Parking Information Centre have been excluded as there are plans to improve customer self-service and improve the online application process in house.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The recommendation follows a detailed tender evaluation process and the award of the contract to the successful bidder is recommended in order to secure a best value enforcement service for the City.

## **SUPPORTING DOCUMENTATION**

**Appendices:**

1. None

**Documents in Members' Rooms**

1. Parking Annual Reports

**Background Documents**

1. None

