



**Brighton & Hove
City Council**

**COUNCIL
ADDENDUM**

4.30PM, THURSDAY, 20 OCTOBER 2011

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

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WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed for questions submitted by a member of the public who either lives or works in the area of the authority at each ordinary meeting of the Council.

Every question shall be put and answered without discussion, but the person to whom a question has been put may decline to answer. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion.

The following written questions have been received from members of the public.

(a) Ms Emma Andrews (Mr Simon James)

“Many Councillors are aware that the King Alfred Ice Rink project represents an independent investigation into the opportunity to site a temporary enclosed ice skating facility on the disused land, to the west of the King Alfred Leisure Centre, for a minimum term of 3 years. The project has received support from many sections of the community including several local Councillors, Keep Sussex Skating and the National Ice Skating Association who share the vision of this important amenity for all those who live in Brighton & Hove and all who visit our city.

We recognise that there are significant planning concerns regarding the structural integrity of the site and it would not be sensible to begin to address these concerns without understanding the basic structural issues first. We would like to emphasise, clearly, that we do not require any Council funding to progress this project, nor do we take permission to survey the site to be any indication whatsoever of Council approval for this scheme.

It is essential that we determine whether the site is structurally suitable for this project, and if not, what structural works would need to be incorporated into any business plan and proposal to establish this new serious ice skating venue for our city. We will then be in a position to decide whether or not to progress with this vision.

In order to determine whether this opportunity has any chance of progressing, we request permission from the Cabinet Member for Culture, Recreation & Tourism for Jon Orrell of Hemsley Orrell Partnership to undertake a qualified inspection of the site?”

Councillor Bowden, Cabinet Member for Culture, Recreation and Tourism, will reply.

(b) Mr Chris Cooke

“The LDV has identified 499 properties across the City for refurbishment; please may we have a breakdown as to which wards these properties are located in, and a time-frame for when such properties will become habitable once more”

Councillor Wakefield, Cabinet Member for Housing, will reply.

(c) Ms Katia Richardson

“Residents have emailed numerous questions and freedom of information requests relating to the proposed Elm Grove parking ban that have so far been ignored or evaded. Including about the:

- Decision maker and process to introduce the proposal with relevant meeting minutes,
- Comparative data on accidents that evidences high levels and increasing danger on Elm Grove cited as the rationale for the ban,
- Origin of ‘feedback’ cited as rationale and evidence that community feedback has been used fairly, and
- Role of NSL Service Group in relation to this proposal.

Can I ask when will residents be given transparent answers?”

Councillor Davey, Cabinet Member for Transport & Public Realm, will reply.

(d) Ms Tanya Richardson

“Many locals welcome the Elm Grove parking consultation; but the community’s concerns need to be addressed for the consultation to be meaningful. Management of this proposal has fuelled community distrust over the lack of evidence, lack of communication and lack of answers.

Residents want transparent management and a community led consultation, including:

- Provision of data to residents on request,
- Consultation parameters set by the community (not pre-empted by council),
- An independent working group chair.

What assurance can the council give that residents’ concerns will be taken seriously and that this issue will be managed transparently going forward?”

Councillor Davey, Cabinet Member for Transport & Public Realm, will reply.

(e) Ms Emily Jenkins

“The 9th September notice warned that pavement parking would not be tolerated beyond 3rd October. Despite this being a major imminent change to parking affecting thousands the council failed to inform affected residents beyond Elm Grove; locals had to organise themselves to raise awareness wasting both time and money. Many locals expressed significant distrust of the council believing your approach to be strategically intended to rush the proposal through unnoticed or to divide opposition to it. Community trust needs to be rebuilt.

How will communication with residents be improved and will the council apologise for the poor management so far?”

Councillor Davey, Cabinet Member for Transport & Public Realm, will reply.

(f) Mr Wilf Nicholls

“Last year Elm Grove Residents Action Group campaigned against the council's plan to introduce CPZ to the Elm Grove Area. At the Environment Cabinet Member Meeting on 16th Sept 2010 discussing Community Consultation, a strong commitment was made by the council that it would work with residents and to get ‘clear written support from residents’ before going ahead with any further proposals. The council is clearly going against the spirit of this commitment which has unsurprisingly angered and outraged many residents they made this promise to.

Why then was the community, including Elm Grove Residents Action Group, not informed of the proposed plan to change parking arrangements on Elm Grove and how will you ensure that you keep your promises to the community of Hanover and Elm Grove going forward and include us in decisions on parking provision in our local area?

Will you explain why the council has put forward a proposal that goes against the spirit of this commitment?”

Councillor Davey, Cabinet Member for Transport & Public Realm, will reply.

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public.

Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the deputation be noted and referred to the appropriate decision-making body for consideration.

Notification of three Deputations has been received. The spokesperson is entitled to speak for 5 minutes.

(a) Deputation to allow Motorcycles, Scooters (Powered 2 Wheelers) legal access to the Brighton and Hove controlled bus lanes.

Mr Simon Frampton (Spokesperson)

“The Motorcycle Action Group or, MAG as we are widely known, is an association of Motorcyclist’s and Scooter riders who lobby; Members of Parliament, Members of the European Parliament, Local Councillors, County Councils, Transport Associations, on matters that, directly or indirectly affect motorised 2 and 3 wheel transport. MAG would like to help Brighton and Hove on its path to ‘Sustainable’ status by helping to ease congestion on the City Centre routes.

If, Motorcycles, Scooters and all powered two wheelers were allowed to use the bus lanes this would remove them from the normal flow of traffic, help the users and owners to get into the City Centre quicker therefore reducing emissions. We can supply evidence to support this.

Extensive studies have been done showing time saved, reduced emissions and accident rates. Stakeholders will need to be consulted in this process, Cyclists, Buses, Taxis, and Pedestrians. We are happy to supply historic evidence for these consultations that have been untaken before. Generally the outcome of these consultations is positive but we still have stakeholders that are not in favour. Slowly the majority of these are being won over with the passage of time. Cost; the cost to a council is generally £100 per traffic order along with the placing of the Motorcycle profile to the bus lane signs. Opening 1 x bus lane equates to 1 x traffic order. The Motorcycle decal is now readily available so signs do not need replacing.

Advantages; help with reducing emissions in and around the City centres, safer faster travel for motorcycles and scooters, reduction of cars entering and parking in the City Centres. If 8 car drivers are encouraged on to Motorcycles and / Scooters you could fit those 8 into 1 car bay! Code of Conduct; there is an established code of conduct issued to every motorcyclist and scooter rider for them to adhere to.”

Councillor Davey, Cabinet Member for Transport and Public Realm will respond.

Note: Supporting evidence attached as appendix 1.

(b) Deputation concerning Saltdean Lido

Mr Tony Frisby (Spokesperson)

“Saltdean Residents Association wishes to express its concern for the future of Saltdean Lido and the poor community facilities that currently exist and to ask that the Council takes action to resolve these concerns.”

Councillor Bowden, Cabinet Member for Culture, Recreation and Tourism will respond.

(c) Deputation concerning Saltdean Lido

Simon Kirby MP (Spokesperson)

“The Future of Saltdean Lido is a critical issue amongst my constituents and I would like the council to address the following points:

- The leaseholder has publicly stated on the record for well over 7 years that he wishes to build flats and houses on the site which local people strongly oppose.
- The Save Saltdean Lido’s Campaign vision for the future of the building.
- Action which the Council could undertake to resolve the issues at Saltdean Lido.
- The future of Saltdean Lido is to ensure it becomes the hub of the community as it was always intended.”

Councillor Bowden, Cabinet Member for Culture, Recreation and Tourism will respond.

Note: Supporting evidence attached as appendix 2.



Bus Lane Supporting Evidence list;

1. Observational Study of the use of Bus Lanes by Motorcycles and Bicycles.

The Study;

The author undertook observational studies at on the A23 on the stretch of road between Cranmer Road and Vassall Road, adjacent to Mandela Walk (Mini A-Z Ref:- P66, Grid C3). This stretch of road lies on the busy A23 route in and out of Central London. It lies about half a mile from the boundary of the Congestion Charging zone. The nature of the road network allows commuting journeys to Brixton and beyond to South and South East London. Several road junctions are located along this stretch, though the author positioned himself to study a relatively straight stretch of road, with several right hand junctions intersecting the road when travelling southbound.

2. Bus Lane Key Stakeholder Briefing Summary

TfL appointed the Transport Research Laboratory to conduct extensive monitoring of the trial, and their final report is now available and will be uploaded onto the TfL website today

3. Cycle Lobby Case

The Cyclists Touring Club put up some severe opposition to Motorcycle and Scooters using bus lanes. The Motorcycling community looked at the opposing statements and answered them with independent observations and studies.

4. Transport for London P2W in Bas Lanes Study

The Mayor and TfL recognise that the P2W has a positive role to play in reducing congestion and associated pollution by offering a practical and efficient alternative to four wheeled motorised modes – especially cars and vans for courier and light freight. Other benefits to transport in London stem from low financial costs associated with the mode. Many P2Ws, including small motorcycles, mopeds and scooters, are cheap to buy and run, and are increasingly recognised by TfL and nationally by the Department for Transport (DfT) as an important component in tackling social and economic exclusion.

5. National Motorcycle Council Meeting 20-10-2010

Presentation with notes.

6. Evaluation of Journey Time and Emissions of P2W's in Bus Lanes

Local Transport Projects Ltd. was appointed by Transport for London's Motorcycle Police unit to carry out a study modelling typical powered two wheeler journeys on main routes into London

This study seeks to determine whether there are likely to be journey time savings and consequent emission reductions generated by permitting powered two wheelers to use bus lanes. The outcomes of this work are intended to complement the on going 18 month trial of motorcycles in bus lanes instigated by the London Mayor's Office in January 2009

Code of Conduct

REFERENCE CAN BE DRAWN FROM THE FOLLOWING RULES IN THE HIGHWAY CODE

141 - Bus lanes - These are shown by road markings and signs that indicate which (if any) other vehicles are permitted to use the bus lane. Unless otherwise indicated, you should not drive in a bus lane during its period of operation. You may enter a bus lane to stop, to load or unload where this is not prohibited.

240 - You must not stop or park on:

- The carriageway or the hard shoulder of a motorway except in an emergency (see rule 270)
- A pedestrian crossing, including the area marked by the zig-zag lines (see rule 191)
- A clearway (see rule 107)
- Taxi bays as indicated by upright signs and markings
- An urban clearway within its hours of operation, even when a broken white line is on your side of the road, except to pick up or set down passengers (see rule 107)
- A road marked with double white lines, except to pick up or set down passengers
- A tram or cycle lane during its period of operation
- A cycle track
- Red lines, in the case of specially designated 'red routes', unless otherwise indicated by signs

12 - Bus and cycle lanes - Take care when crossing these lanes as traffic may be moving faster than in the other lanes, or against the flow of traffic

183 - When Turning - keep as close to the left as is safe and practicable. Give way to any vehicles using a bus lane, cycle lane or tramway from either direction.

THE TOP 10 TIPS ARE:-

- 1 We share bus lanes with other vulnerable road users, take extra care around them**
Motorcyclists do not 'own' the bus lane. We will be sharing it with other road users some of whom are as vulnerable, if not more so, as us. Interact with buses, taxis and cyclists in a courteous manner and treat them with the same respect as you would wish to be afforded to you.
- 2 Be aware of pedestrians walking through traffic queues and at bus stops**
Pedestrians crossing the bus lanes will be more intent on looking where they want to go than watching out of motorcyclists in the lane. They may not see or hear you coming and will not be used to seeing motorcyclist using the bus lane for some time after the 'go live' date.
- 3 Look out for pedal cycles and give them a wide berth, they may suddenly change direction or position**
A cyclist's stability is susceptible to changes in road surface, (drain covers, road paint, road debris etc), physical make up of the road (hills, both up and down) and weather variations (wind). Be aware of sudden changes in their position caused by their avoidance of these hazards.
- 4 Pass cyclists on the offside only - never undertake**
Overtake cyclists with caution - avoid startling them. Keep the speed differential low and pass on their offside, giving them as much room as possible. Do not overtake buses or taxis within the lane.



This Code of Conduct was developed in consultation with the above organisations.

www.mcia.co.uk



- 5 Always assume cyclists cannot hear or see you behind them**
Cyclists may not see you. They do not often have rear view mirrors and looking behind may destabilise them. They may well be listening to music or concentrating on the road ahead and will be unaware of your presence.
- 6 Do not use excessive speed when using bus lanes or overtaking cyclists**
Bus lanes are subject to the same speed limit as the adjacent lane. Do not exceed the safe or posted speed limit. Be grateful

CODE OF CONDUCT FOR MOTORCYCLISTS USING BUS LANES



As from the 5th January 2009, motorcyclists will be allowed to ride in the majority of "with flow" red route bus lanes in London. This document offers guidance to motorcyclists to minimise the impact of sharing the road space with other vulnerable road users.

It is important to note that:-

- 'Motorcycles In Bus Lanes' only refers to those bus lanes clearly marked with a motorcycle picture on the signs marking out the bus lane and does not apply to ALL bus lanes. In particular, motorcycles are not allowed into contra flow bus lanes.
- Motorcyclists are not permitted to stop or park in bus lanes during its period of operation unless in a designated parking space or in case of an emergency or breakdown.

that you are travelling faster than the surrounding traffic. Passing a cyclist at excessive speed can startle a cyclist and may put you and the cyclist in danger.

- 7 Do not overtake each other**
Avoid racing each other in the bus lane. Travel at a sensible and legal speed, keep your vision high and anticipate other road users crossing your path from either the near or offside.
- 8 Watch out for other vehicles at junctions and side roads**
Take extreme care when approaching and passing side roads, entrances to premises or driveways. Vehicles may emerge into your path unaware that you are legally allowed to travel within the Bus Lane. They may also turn left across the lane prior to a left turn junction.
- 9 Take extra care when riding alongside congested pavement areas**
A busy pavement will increase the possibility of pedestrians entering the live carriageway from a position that a motorcyclist might not initially see. This includes the possibility of a cyclist emerging into the carriageway from the pavement having been screened by pedestrians or street furniture.
- 10 We are ambassadors for motorcycling, riding in a bus lane is a privilege that needs to be respected.**
Motorcyclists will be judged by other road users on how they use this opportunity. This legislative change is for a trial period only and that if there is evidence of abuse of this privilege, the authority to use bus lanes may be withdrawn.

Full Council Meeting – 20th October 2011 – Supporting Evidence



Damp, mould & water staining to interior of Rotunda.



Main rotunda doors showing rotten wood & damp from water damage.



Original flooring damaged/broken/missing throughout.



Cracks to exterior of building since disguised with paint.



Rear sections to the lido building containing the library and community centre. Note cracks, rotten window frames and disrepair across the entire building, now simply painted over!





Plaster & paint falling off the building again.



Paddling pool filled with gravel and fenced off.



Swimming Pool steps in poor state of disrepair, Crumbling away from the concrete with large holes.



Ladies toilets at the lido. Unclean & with buckets of water to catch leaking drips from unmaintained sinks/toilets.



Summer Season 2011 – ‘climbing frame’ , 1st attempt, This collapsed, it was reported to B&H CC Environmental Services Department who did not take enforcement action. There were no children’s play facilities available again this season.



Summer Season 2011 – ‘Volley Ball Facility’ Two Plant Pots with sticks of wood in. This is allegedly the extent of the investment plan by the leaseholder.

Council	Agenda Item 23(a)
20 October 2011	Brighton & Hove City Council

PETITION REPORT

LABOUR & CO-OPERATIVE GROUP AMENDMENT

SALTDEAN LIDO

Add a further recommendation at 2.2 as shown in bold italics:

Recommendation

- 2.1 That the petition is referred to the Culture, Tourism & Recreation Cabinet Member Meeting for consideration; and
- 2.2 ***That a full report setting out the following points be brought to the Culture, Recreation & Tourism Cabinet Member's Meeting to accompany the e-petition;***
- ***The key issues pertaining to this matter;***
 - ***The options available to the council in relation to getting a resolution to the current impasse; and***
 - ***Early actions that would facilitate the repair and refurbishment of Saltdean Lido which do not prejudice the position of the Saltdean Community Association.***

Proposed by: Cllr Gill Mitchell

Seconded by: Cllr Mo Marsh

WRITTEN QUESTIONS FROM COUNCILLORS

The following questions listed on pages 57-60 of the agenda have been received from Councillors and will be taken as read along with the written answers listed below:

(a) Councillor Pidgeon

“Following his commitment to Councillor Norman at the Cabinet meeting on 14th July to review the amount of council taxpayers’ money spent on employing trade union representatives, can the Cabinet Member for Finance and Central Services please update me on his progress?”

Reply from Councillor J Kitcat, Cabinet Member for Finance & Central Services.

“Thank you for your question on the expenditure on Union duties within the HR budget. I am pleased to be able to say that significant progress has been made to bring expenditure back in line with the agreed budget.

The Strategic Director Resources has been carrying out a review with the Branch Secretaries of UNISON and GMB. Several meetings have taken place to examine current expenditure and decide a way forward. The focus has been on supporting facility time which accounts for over 98% of current expenditure, the remaining providing office equipment.

A way forward has been agreed to balance the HR Union budget by reducing the level of facility time and increasing Union contributions in some areas. Some details are yet to be confirmed and the Strategic Director Resources will now be implementing the changes with the Unions.”

(b) Councillor C Theobald

“Can the Cabinet Member for Planning, Economic Development & Regeneration confirm whether any alternative match funding for the INTERREG IV A 2 Mers Seas Zeeen programme has yet been secured following her decision on 3rd August to withdraw from the Avanta Work Programme placement contract for 18-24 year old job seekers in the city?”

Reply from Councillor Kennedy, Cabinet Member for Planning, Employment, Economy & Regeneration.

“Over the summer period the Council explored options to find alternative match funding from within existing budgets. Insufficient match funding could be found and in light of this a decision was taken to withdraw as Lead Partner and to support other agencies in taking forward the initiative. The Council was not

alone in reviewing its position. The City of Rotterdam also made an independent decision to withdraw.

Currently Medway Council is taking on the lead role. Within Brighton and Hove, we are supporting City College who are better placed to take forward the City's interest in this bid for EU funding. This support includes the Council facilitating a short term lease to the College to set up an Apprenticeship Training Agency presence on Queens Road.

We are continuing to explore the opportunities to create jobs, apprenticeships and training for young people in particular. We have moved forward on a number of key planning decisions (e.g. Astoria) which I hope will create jobs in the construction sector. The Leader of the Council recently met with Housing Association Chief Executives to explore how we can co-ordinate apprenticeship and pathways to employment for disadvantaged people.”

(c) Councillor Peltzer Dunn

“Can the Chair of the Governance Committee please confirm what arrangements are being made by officers to carry out the Council’s desire, restated at its meeting on 21st July, to return to a Committee system at the ‘earliest possible opportunity’, bearing in mind that the Localism Bill is nearing the end of its passage through Parliament?”

Reply from Councillor Littman, Chair of the Governance Committee.

“The resolution of full Council on 21 July required the Chief Executive to write to the Secretary of State asking for amendments to be made to the Localism Bill to enable the Council to return to the Committee System without delay.

A letter to the Secretary of State and the local MPs was sent out the next day, 22 July, and the response circulated to Members. In the response, the government stated: “We will have regard to [your request] when considering the detailed arrangements for implementing the Bill.” There was no other specific action requested of Officers as part of the July 21st resolution of full Council.

The government has not made any amendments to the Bill so far as it relates to this issue. Therefore, as it stands at the moment, the earliest that the Council could move to a Committee System would be at the Annual Council in 2015 unless the Secretary of State, by regulations, permits the Council to adopt a Committee System earlier. We are waiting for the final legislation and relevant guidance setting out the requirements for the submission of proposals. Officers are following the progress of the Bill and they have been updating the Leaders Group and the Governance Committee. They have all the necessary constitutional precedents for a Committee System available and ready to hand as and when needed. As soon as the legislation receives Royal Assent and relevant secondary legislation and guidance is in place, they will report to the Governance Committee with all the options.”

(d) Councillor G Theobald

“The South Downs National Park Authority has been in existence now for 6 months, following a full shadow year. This Council unanimously supported its formation and residents were rightly very enthusiastic about its potential. Bearing in mind the first thing visitors to the Park see when entering along Dyke Road is the encampment at 19 Acres, does Cllr. West, as the Council’s representative on the Authority, agree that this is not the kind of use the Park was established for and will he please advise the Council what specific actions have been taken so far by the Park Authority to give residents of the city confidence that it will achieve all that it was set up to do?”

Reply from Councillor West, Cabinet Member for Environment & Sustainability.

“The South Downs National Park Authority (SDNPA) is the organisation responsible for promoting the purposes of the National Park and the interests of the people who live and work within it. It’s responsibilities include:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area and,
- To promote opportunities for the understanding and enjoyment and special qualities of the park by the public.

The National Park Authority also has a duty to work in partnership with local authorities to foster the economic and social well-being of all of the diverse communities. Over 100,000 live within the South Downs National Park. This includes Gypsy and Traveller communities who live on the many public and privately owned sites that exist within the Park and those who living within settled housing. There is also a long history of Gypsies and Travellers using land within the National Park area and being traditionally welcomed at stopping places across the South Downs.

The group of Travellers who have occupied the ‘19 acres’ site were tolerated at this location over the summer period as a practical solution to prevent an unauthorised encampment in a more sensitive location elsewhere in the city. This period of toleration has now come to an end and the Council is currently seeking possession of the land. A possession order was obtained in the County Court on 14th October 2011.”

(e) Councillor Mears

“In relation to the proposed use of Black Rock as a temporary coach park, could the Cabinet Member for Transport & Public Realm please tell me:

- a) when the decision was taken formally to overturn the 22nd March Cabinet Member decision which granted permission for the coach park;

- b) why the initial cost estimate for the works increased from £100k to £200k and
- c) what is the £100k from Seaside Towns grant, that was allocated by the Cabinet Member, now being used for?"

Reply from Councillor Davey, Cabinet Member for Transport and Public Realm.

"a) No Cabinet Member decision has been overturned. At the Enterprise, Employment & Major Projects Cabinet Member Meeting on 22 March the decision was taken to grant landlord consent for the use of Black Rock as a temporary coach park.

There are currently insufficient funds to establish a permanent coach park as originally conceived. Officers are therefore reviewing the position, taking into account:

- i) the options for managing coach parking in the city;
- ii) the financial viability of a coach park at Black Rock and budget options;
- iii) a forthcoming comprehensive seafront strategy and potentially competing uses for the land.

I will be consulting my Cabinet colleagues to ensure we arrive at an agreed way forward.

b) Following a detailed specification, tenders and analysis, the cost estimate of £100,000 increased to over £200,000 in order to include:

provision of a facilities block; drainage works; levelling out of different areas of tarmac; works to the Marina Road entrance to allow easier coach access; security whilst works take place.

c) With regards to the Seaside Towns grant, the remaining £100,000 was allocated by the Leader of the Council at the time for the coach park at Black Rock."

(f) Councillor Janio

"Over the past few years, the excellent provision of youth services provided by the Hangleton and Knoll Project, funded as part of the council Youth Service, has meant that the west of the city has seen a gradual reduction in youth Anti Social Behaviour. This has been confirmed by the police and academic studies. What steps is the Council taking to ensure that this local service and expertise are maintained through the new commissioning process?"

Reply from Councillor Shanks, Cabinet Member for Children and Young People.

“I agree with you on the excellence of the Hangleton and Knoll project, I visited it in the summer. Unfortunately the minister in charge of youth services , Tim Loughton does not agree with us on their value and I would ask you to contact him about this. As you may know youth services are closing around the country and the minister feels they should not be given public money.

Provision of youth work services has long relied on a strong partnership between community and voluntary sector providers and local Authority services. This includes the Hangleton Youth Centre, the Portslade Village Centre and the Youth Crime Prevention Team in the west of the city. We will continue to work together and the reduction of Anti Social Behaviour will remain a shared priority.

The Youth Service Review involved local youth organisations, including the Hangleton and Knoll Project. A draft Youth Services Commissioning Strategy has been out for public consultation over the summer, and was considered by a Panel of the Children and Young People’s Overview and Scrutiny Committee on Monday October 17th.

The Strategy sets the outcomes we want for young people and the principles for the commissioning and delivery of youth services. It maintains a firm commitment to a neighbourhood approach to meet local needs and make best use of local resources and expertise.”

(g) Councillor Pissaridou

“Would the Cabinet Member 1) explain what support is given to looked after children when allocating school places and 2) provide assurance that looked after children are placed in the most appropriate local schools possible”

Reply from Councillor Shanks, Cabinet Member for Children and Young People.

“The Early Years Consultants support Early Years Foundation Stage Personal Education Plans (PEPs) for Looked After children aged three and over attending Brighton and Hove private, voluntary and independent early years settings.

An Early Years Consultant attends the meeting, which is called by the child’s social worker, to support the practitioners in the setting and to ensure that action points are appropriate. The Early Years team leader also attends a termly coordination meeting for Early Years, Personal Education Plans (PEPs) chaired by Sarah Guy Senior Practitioner from the Educational Psychology Service and attended by Lorraine Myles, Virtual School Headteacher, PRESENS, (Pre-School SEN Service) the foster care team and other relevant professionals.

Once children enter the school system, the admissions code is unequivocal in that we must give first priority to Looked After Children. If a child in the care of

the local authority, a Looked After Child, applies for a place they get first pick ahead of everyone else.

If there is no place available we work with the schools to admit the child as an exception.

If it is an infant class that is full, the legal limit is 30; children in care can, and are, admitted outside the normal admission round as an exception

The Virtual School supports all school aged children in the care of Brighton & Hove. The aim of the team is to support children in care to ensure they achieve improved educational outcomes.

Alongside specific programmes of support and activities for children, the Virtual School for Children in Care works with a wide range of partners. This includes the social work colleagues who hold parental responsibility for children in care. Social workers and foster carers are provided with guidance and support with regard to school provision and allocations and informed of their right to receive first preference for their school choice.

Even when a looked after child is placed outside of Brighton & Hove, their admission rights remain the same.

Although this rarely happens, the Director of Children's Services has the right to direct any school that refuses to co-operate under these arrangements.

The Admissions policy for Brighton & Hove clearly states the circumstances where allocations for school placements are prioritised. Children in the care of the local authority are at the top of this list."

(h) Councillor Pissaridou

"Will the Cabinet Member confirm how many people in total have been fined for dog fouling in Brighton & Hove over the past twelve months, and how many people were fined in each of the last twelve months?"

Reply from Councillor West, Cabinet Member for Environment & Sustainability.

"The Animal Welfare Team, Park Rangers and Seafront Officers are all authorized under the Clean Neighbourhoods and Environment Act 2005 to issue fixed penalty notices for dog fouling.

In the last year, 4 fixed penalties were issued for fouling and 5 for dogs off the lead, including a skateboarding dog in Sidney Street that had knocked over several people including a pregnant woman.

The Animal Welfare Team carryout approximately 250 proactive patrols of city hotspots, along with approximately 300 investigations of dog fouling complaints and in excess of 165 hours of patrols during the weekends each year.

In 2010/11, over 300 dog fouling complaints were received. In the same year, the Council had to deal with 369 stray or abandoned dogs. Members will understand that dog fouling investigation work has to be seen in the wider context of animal welfare work.

This is a national issue. In UK 126,000 stray dogs were recorded by authorities. A quarter was passed to welfare organizations or dog kennels. The national animal charities are under pressure. The number of stray dogs has increased by 4% in UK last year. Only 42% were reunited with their owners. There needs to be greater controls on dog breeding and responsible dog ownership. In our city 186 out of the 369 strays were reclaimed by owners. A resulting demand is placed on welfare organizations.

Complaints about fouling have fallen. In 2006-07, the year before the new Dog Control Order for fouling was introduced, 415 complaints were received. In 2010-12, 304 complaints were received, a fall of 25%. This fall reflects the team's hard work on this issue.

Stray dogs and cruelty investigations take priority over fouling, and I commend the Council's animal welfare officers' hard work in both these areas."

(i) Councillor Robins

"The annual report to council tenants and leaseholders 2011 claims that this administration will continue to overclad flats and insulate them, reducing residents' fuel consumption by up to about 17%. I would be grateful if the Cabinet Member could explain:

- a) how this figure was calculated and
- b) whether the figure of 17% is a proportion the total amount of fuel consumption used, or a proportion of the amount of fuel used to specifically heat the property?

Does the Cabinet Member agree that the council's contractor, Mears, should be carrying out their own satisfaction surveys on their own work?"

Reply from Councillor Wakefield, Cabinet Member for Housing.

"The statistics referred to in the annual report describe the average energy reduction at Wiltshire House following over-cladding – when compared to Hereford Court, a block of identical design and construction that is not clad.

This analysis was undertaken using government-approved SAP (Standard Assessment Procedure) energy software modelled on two standard one-bedroom flats of the same size and position in each building.

The modelling assumes the same heating system and controls, and a standard use profile. The energy modelled is for hot water and space heating use only, so doesn't include individual dwellings' electrical use, which is difficult to model

because of differing lifestyle choices, such as number of appliances & white goods. The modelling showed that energy use in a flat in this block could be expected to fall by around 17.5% as a result of the installation of insulated cladding.

Mears carry out useful information gathering on their performance, and the information received is carefully monitored by the council. The Council's Partnering & Performance Team audit data quality for the partnership. While Mears collect their own satisfaction surveys, this is only one of many different ways we get feedback on the service. Others include:

- Tenants carrying out 'mystery shop' exercise on the service;
- Feedback from tenant satisfaction questionnaires;
- Regular surveys of residents views (STAR/Status survey)'
- Feedback from engagement events such as the City Assembly;
- Feedback from resident representatives at meetings such as the Repairs & Maintenance Monitoring Group, Area Panels, Housing Management Consultative Committee and the Repairs Core Group;
- Analysis and learning from complaints about service delivery;

The partnership with Mears is increasing the level of feedback that we receive from residents. Before the new repairs contract we had a low level of feedback (below 5%), but we are now getting feedback for 20% of repairs that are carried out.

The processes for feedback is something that a future tenant scrutiny panel could look at."

(j) Councillor Farrow

"Can the Cabinet Member tell me how Brighton and Hove City Council currently tackles persistent rogue landlords and with what success?
In light of Shelter's Evict Rogue Landlords campaign, is this Administration:

- a) Prepared to address the issue of rogue landlords as a priority and,
- b) Get tough with those landlords who believe they can get away with illegal and unethical behaviour?"

Reply from Councillor Wakefield, Cabinet Member for Housing.

"Brighton & Hove has a private rented sector twice as large as the national average, at 23 % of all households. The City has the sixth largest private rented sector in the country.

Working with the private rented sector and good landlords is a priority for the Council to: meet housing need; prevent homelessness, and; improve the condition and sustainability of private rented homes.

As with other cities we have a mix of good and bad landlords. The council is very keen to see standards maintained and employs officers in the Private Sector Housing, Housing Options and Housing Acquisition teams who are actively engaged in this area.

The Council has a long history of dealing with issues of management and conditions in the private rented sector.

This administration welcomes Shelter's "Evict Rogue Landlords" campaign in addition to the excellent research and campaigning they have done on the issue in the past. In particular the campaign raises the issue of persistently poor quality accommodation and attempts by landlords not to follow lawful processes to evict tenants – both of which are important issues.

The council operates an Accredited Landlord scheme to improve knowledge and standards in the sector. Where breaches occur, we take enforcement action with the regulatory powers we have."

(k) Councillor Marsh

"Will the administration commit to maintaining 'Safe and Sorted' children and young people's services after April 2012?"

Reply from Councillor Shanks, Cabinet Member for Children and Young People.

"The Administration stepped in to provide temporary support to enable Central Sussex YMCA to continue the Safe and Sorted youth advice service until the end of this financial service when a National Lottery bid was unsuccessful.

The Local Authority and Central Sussex YMCA were already working together closely and the Safe and Sorted Project recently re-located into the council's 67 Youth Centre in Moulsecoomb

Many Community and Voluntary Sector organisations have reported a similar reduction in external funding opportunities and this has inevitably created significant pressure and uncertainty. The Administration is working closely with the Community and Voluntary Sector Forum to find a way forward.

As a result of the difficulties faced by the Safe and Sorted Project the provision of Youth Advice Services will be addressed by the Youth Service Commissioning Strategy but, at this point in time it is not possible for the Local Authority to guarantee the future of any specific provider or service."

(I) Councillor Marsh

“Would the Cabinet Member agree that many parents in the city do not want their children to attend a Faith School and that expecting them to do so simply in order to get a school place for their child is unfair and erodes their ability to express a meaningful preference of school?”

Reply from Councillor Shanks, Cabinet Member for Children and Young People.

“Many parents do not want their children to attend a Faith School and some do.

Both wishes are catered for in Brighton & Hove by the provision of Voluntary Aided Schools and Community Schools. Voluntary aided schools are faith schools and in our case either Anglican or catholic. Community schools are not faith schools.

In other authorities there is a third option of Voluntary Controlled schools, which are also faith schools. The provision of a breadth of school types is determined by central government in order to offer parents a potential range of choices.

For many parents their wish is for their child to attend their local school regardless of its designation. The council supports local schools for local children. Of course we would not want parents to have to send their children to a faith school

Given the spread of faith schools across the city it is possible for parents to have a local school that is not their preferred designation. However parents have the right to express three preferences and to rank these accordingly.

The Council uses its admissions process to provide parents with their first preference wherever possible.

It would be helpful if faith schools were prepared to take children of other or no faith but this will not be a solution to the problems of lack of school places which are being addressed in papers coming to the November Cabinet.”

CONSERVATIVE AND LABOUR & CO-OPERATIVE GROUPS' AMENDMENT**REVIEW OF MEMBERS ALLOWANCES**

In respect of the recommendations of the Governance Committee listed below, that recommendations (1)(b); (1)(d) and (3) be amended with the text deleted as struck through and new wording included as shown in bold italics:

25.10 RESOLVED –

- (1) That the Committee recommends to Council:
 - (a) That the Special Responsibility Allowances for the Leaders' positions be payable as outlined in paragraphs 3.1 – 3.8 of the report and Appendix 6 to the report;
 - (b) That the Special Responsibility Allowances for the Deputy Chairs of ~~Planning and Licensing~~ ***Regulatory Committees and Deputy Chairs of Overview & Scrutiny Committees as listed in the current scheme continue to*** be payable ~~as outlined in paragraphs 3.9-3.15 of the report and Appendix 2 to the report;~~
 - (c) That the Dependants' Carers Allowance be payable as outlined in paragraphs 3.16-3.32 of the report and appendices 3 and 4 (childcare) to the report, and 3.33-3.37 of the report and appendix 5 (dependant care) to the report;
 - (d) That the 26 Special Responsibility Allowances set out in Appendix 6 to this report ***with the addition of those set out in (b) above*** be approved as the full list of duties which constitutes Schedule 1 to the new Members Allowances Scheme.
- (2) That it be noted the Basic Allowance of £11,463 has been retained and that all other allowances listed in the Scheme, other than those detailed in 2.1-2.4 above remain unchanged;
- (3) That the Members' Allowances Scheme 2011 set out at Appendix 7, ***as amended***, be recommended to full Council for approval on the 20th October 2011 with a proposal that the new scheme should take effect from 21st October 2011.

Proposed by Cllr Garry Peltzer Dunn

Seconded Cllr: Gill Mitchell

CONSERVATIVE GROUP AMENDMENT**REVIEW OF POLICY FRAMEWORK**

Insert an additional recommendation (3) as shown in bold italics:

RESOLVED –

- (1) That Governance Committee review the council's existing policy framework which is set out in Part 3.1 of the constitution and reproduced at Appendix 1, by considering whether the list of plans and strategies that comprise the framework is correctly worded and up to date; and
- (2) That, in light of their review, Governance Committee agrees the amended policy framework set out in Appendix 2, reflecting the analysis in paragraphs 3.4 and 3.5 below, and recommend its adoption by Full Council.
- (3) ***In addition, that Council agrees to add the following plans and strategies to Appendix 2 (ii):***
 - ***City Performance Plan***
 - ***Travellers' Strategy***
 - ***Housing Strategy***
 - ***Housing Register Allocations Policy***
- (4) ***That with regard to the Annual School Admissions Arrangements a further report be brought to the Council meeting in December with information, including a description of current policies as they relate to school admissions.***

Proposed by Cllr Geoffrey Theobald

Seconded by Cllr Ann Norman

Council	Agenda Item 34(a)
20 October 2011	Brighton & Hove City Council

NOTICE OF MOTION

LABOUR & CO-OPERATIVE GROUP AMENDMENT

REDUCING THE NEGATIVE IMPACT OF ROADWORKS IN BRIGHTON & HOVE

Delete the wording in the request to the Cabinet Members in (b) below as struck through and replace it with the wording shown in bold italics:

“This Council recognises that street works by utility companies and highway authorities are necessary in order to provide and maintain the essential services and transport networks on which the residents of Brighton & Hove depend. However, it also recognises that the traffic congestion caused by such works also carries a considerable cost to residents, businesses and visitors - nationally, it is estimated that roadworks cost the economy £4 billion a year.

This Council notes:

- (a) The success of Permit Schemes, such as those introduced by the Mayor of London, in leading to a more co-ordinated approach to roadworks and to significant reductions in disruption to residents and businesses.
- (b) The current Government consultation paper – New Roads and Street Works Act 1991 – Lane Rental Schemes – which advocates the use of lane rental schemes on the most critical parts of the highway network to incentivise those undertaking street works to do so more quickly and at less disruptive times of the day.

Therefore, this Council agrees in principle that a Permit or Lane Rental Scheme could bring enormous benefits to residents, businesses and visitors in Brighton & Hove and requests that the Cabinet Member for Transport and Public Realm:

- (a) brings a report to his CMM by the end of the year, considering the feasibility of introducing a Permit and/or Lane Rental Scheme in Brighton & Hove; and
- (b) ~~Responds positively to the consultation on Lane Rental Schemes and urges the Government to expand the pilot scheme to allow local authorities such as Brighton & Hove, who don't meet the current criteria, to take part.”~~
Calls on the government to give powers of intervention to the utility regulators to enable them to prevent any costs arising from this scheme to the utility companies from being passed on to their consumers.”

Proposed by: Cllr. Jeane Lepper Seconded by: Cllr. Mo Marsh

Supported by: Cllrs Gill Mitchell, Warren Morgan, Les Hamilton, Bob Carden, Alan Robins, Penny Gilbey, Anne Pissaridou, Craig Turton, Brian Fitch and Leigh Farrow.

Council	Agenda Item 34(b)
20 October 2011	Brighton & Hove City Council

NOTICE OF MOTION

CONSERVATIVE GROUP AMENDMENT

SCHOOL PLACES

Delete the wording in paragraphs 3, 6, 7 and 9(c) as struck through and replace with the wording as shown in bold italics and insert additional wording in paragraph 4 as shown in bold italics.

“This council recognises the concern shared by parents and school staff in West Hove and Portslade over the provision of future Primary School places.

It notes the significant rise in the numbers of children needing Primary School places and that in the next academic year, the city will not have enough Reception Year places for the numbers of children requiring them and the provision of adequate numbers of Junior stage places for children in Portslade is not yet resolved.

The council **welcomes measures taken by the previous Administration to address the issue, such as** ~~also notes that the planned~~ **permanent** expansion of ~~four~~ **eight** Primary Schools and the ~~continued~~ **new** use of the Connaught Centre to provide some Infant class-rooms **but accepts that this** will still not provide the future numbers of places needed.

It recognises that following a policy of continual expansion of existing Primary Schools is not sustainable **in the long term**, does not provide the best learning environment for young children and over-large schools are not popular with parents.

It understands the pressing need for a new Primary School in Hove within three years as part of a well thought through strategy for the future of school places in the city.

The council **notes** ~~regrets~~ that under the Coalition Government’s ~~policy~~ **plans laid out in the Education Bill currently going through Parliament**, the ~~only~~ options available for the creation of a new Primary School in Hove are as an Academy or a Free School ~~and shares the Administration's concerns with this national policy.~~ **or management by an existing school.**

~~However the council places a greater priority on~~ **is committed to** ensuring that the city’s young children are able to learn in the best quality, modern settings that can be provided for them with governance arrangements that place the running of the school firmly with parents and the local community, working in partnership with staff and the LEA.

The council notes the positive, ethical values of Co-operative Trust Schools and the model’s growing success with Co-operative Trust Academy Schools in Manchester, Stockport and Nottingham, being run in partnership with their Local Education

Authorities and universities and believes that this ethical and co-operative model of education would prove beneficial and popular with parents, children, teachers and communities in Brighton & Hove while retaining strong links with the LEA and other schools.

Therefore resolves to request the Cabinet:

- a) To immediately pursue a well-thought through strategy to meet the increasing demand for school places;
- b) To meet this increased demand for school places by **positively and** pragmatically working within the limits imposed by central Government; and
- c) To ~~specifically~~ **urgently** consider the ~~creation of~~ a Co-operative Academy Trust model, **alongside the wide range of other education providers** for a new primary school in Hove.”

Proposed by: Cllr Andrew Wealls

Seconded by: Cllr Vanessa Brown

Supported by: Cllrs Tony Janio, Garry Peltzer Dunn, Denise Cobb, Ann Norman, Ken Norman, Carol Theobald, Geoffrey Theobald, Lynda Hyde, Brian Pidgeon, Dee Simson, Jayne Bennett, Geoff Wells, Mary Mears, David Smith, Brian Oxley and Dawn Barnett

Council	Agenda Item 34(c)
20 October 2011	Brighton & Hove City Council

NOTICE OF MOTION

GREEN GROUP AMENDMENT

OPPOSE THE NATIONAL PLANNING POLICY FRAMEWORK

To delete the wording in paragraph 1 as struck out below, and to add new wording as shown in bold italics below:

“This council notes the growing and widespread opposition to the Coalition Government’s proposed National Planning Policy Framework. Groups such as the National Trust, the Campaign for ***the Protection of*** Rural England, the RSPB, ***the WI and even*** The Daily Telegraph ~~and even the WI~~ are calling for significant changes to be made or for the scrapping of the proposals in their entirety.

This council has concerns that under the new proposals there will be less opportunity for local people and local authorities to shape their town and city planning frameworks, as the NPPF will contain a ‘presumption to build’ that has to be incorporated into all planning and development stages.

This council notes that the National Planning Policy Framework (NPPF) severely weakens our planning system, which currently protects local people from unsafe, unsightly and unsustainable development. It departs from this council’s previous policy based on the physical capacity of the city to accommodate balanced development on brownfield sites, incorporating the demands of the local economy, housing and the necessary infrastructure.

This council supports a more streamlined planning system to encourage more economic growth, but notes that cutting around 1000 pages of planning policy down to nearly 50 is overly excessive, stripping away protection for residents and leaving little left but a charter for developers and barristers.

This council shares many of the popular concerns which have been voiced in opposition to the proposed plans, but in particular how the following issues will affect residents in Brighton & Hove directly:

- ***Deregulation of permitted development and the current Use Classes Order which could see the city losing much-needed employment space, undermining our economic recovery;***
- ***Failure to include renewable energy requirements, endangering the ability of the UK government to achieve its legally binding 15% renewable energy target by 2020;***

- Lack of clarity in planning rules covering hotels, leisure and tourism, potentially giving developers free rein to build hotels wherever they please across the city;
- Abolition of planning guidance which currently protects our city from flooding, potentially leading to an increased flood risk and possibly leaving homes uninsurable;
- Weakening of conservation protections which currently preserve the historic glory of Brighton & Hove's distinctive **Regency and** Victorian buildings; the very architecture of which keeps the city unique and attracts tourists;
- Scrapping of protection for our local and unique shopping streets and independent city centre shops, as planning changes will encourage developers to build out-of-town shopping centres and retail parks, increasing car journeys, traffic congestion and pollution;
- Placing more pressure to build on our currently locally protected urban fringe, **in which some sites have already regrettably had their protection severely weakened by non-inclusion in the new South Downs National Park**;
- A lack of clarity over the term 'sustainable development' leading to a reduction in high quality, sustainable building design, **and undermining environmental, carbon reduction and sustainable transport objectives**;
- A lack of emphasis in relation to affordable housing provision: **with over 11,000 people on our housing waiting list, Brighton & Hove's housing crisis will be worsened by these proposals**;
- A lack of recognition for the provision of supporting infrastructure.

This council also shares concerns expressed by The Argus, that these reforms could simply see Brighton & Hove become a "southern suburb of London; a giant housing development by the sea".

This council therefore resolves to request the Chief Executive to:

- Write to Greg Clark MP, Minister for Planning with a copy of this motion, expressing our grave concerns with the National Planning Policy Framework, its potential impact on Brighton and Hove and emphasising how much the city and its council values and wishes to protect **and enhance its employment space and** the green spaces that make up the urban fringe on the edge of the city;
- **Write to Grant Shapps MP, Minister of State for Housing and Local Government, calling for capital funding to be released as a matter of urgency to enable the city to address its severe housing shortage**; and

- Write to Brighton & Hove's Members of Parliament, asking them to lobby the government to recognise the specific problems regarding the **city's** land constraints ***which make delivering a sound plan so challenging*** for Brighton and Hove and to amend its plans that will have such a negative impact on the city and its residents.”

Proposed by: Cllr Amy Kennedy

Seconded by: Cllr Phelim Mac Cafferty

Supported by: Cllrs Geoffrey Bowden, Ruth Buckley, Ian Davey, Lizzie Deane, Ben Duncan, Matt Follett, Christopher Hawtree, Rob Jarrett, Mike Jones, Ania Kitcat, Jason Kitcat, Leo Littman, Alex Phillips, Stephanie Powell, Bill Randall, Sven Rufus, Sue Shanks, Christina Summers, Ollie Sykes, Liz Wakefield, Pete West

NOTICE OF MOTION**LABOUR & CO-OPERATIVE GROUP AMENDMENT****NEW MEASURES NEEDED TO ADDRESS HOUSING CRISIS**

Delete text as struck through in paragraphs two (point 1.) and three(point 2.) below and replace with text as shown in bold italics.

“This council expresses its concern at the range of ineffectual policies introduced by the Coalition Government to address the housing crisis facing Brighton and Hove and the rest of the nation. Furthermore, it believes Ministers should stand back and pause and reflect as they have done in other policy areas and reconsider their proposals.

It therefore requests the Chief Executive of Brighton and Hove City Council to write to Chancellor of the Exchequer George Osborne and Communities Secretary Eric Pickles urging them to take action to deal with the housing crisis by:

1. ~~Diverting a proportion of the £75 billion of quantitative easing away from the banks and devoting it to launching a national social housing building programme of 100,000 homes a year over the next three years, to shorten the national housing waiting list and create thousands of jobs and apprenticeships and training in the building industry, the building supply chain and professional services like architects and surveyors~~ ***Creating a realistic plan for jobs and growth to get our economy moving again and help get the deficit down in a steadier and more balanced way, such as:***
 - a) ***a £2 billion tax on bank bonuses to fund jobs for young people and build more affordable homes;***
 - b) ***bringing forward long-term investment projects, including homes, schools and transport – to get people back to work and strengthen our economy for the future;***
 - c) ***a one year cut in VAT to 5% on home improvements, repairs and maintenance – to help homeowners.***
2. ~~Ending the sale of council homes and~~ ***Abandoning their proposals to increase Right to Buy discounts for council tenants and pursuing a local self-financing Housing Revenue Account, as introduced by former Housing Minister, John Healey MP, which would allow all proceeds from the sale of council houses to be reinvested back into building extra housing stock, enabling the council to reduce the housing waiting list, as well as create local jobs, apprenticeships and training in the building industry and its supply chain by building new affordable homes on brownfield land;*** and

3. Abandoning plans to introduce 80 per cent market rents for new housing association homes and relets and new council homes, which will lead to increased housing hardship and homelessness.

It also calls on the city's three MPs to lobby Ministers in support of the council's case on these three points."

Proposed by: Cllr Leigh Farrow

Seconded by: Cllr Bob Carden

Supported by: Cllrs Gill Mitchell, Warren Morgan, Les Hamilton, Jeane Lepper, Alan Robins, Penny Gilbey, Anne Pissaridou, Craig Turton, Brian Fitch and Mo Marsh.