

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM

4.00PM, TUESDAY, 29 SEPTEMBER 2020

VIRTUAL MEETING (SKYPE)

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ADDENDUM

ITEM	Page
14a APPOINTMENT OF CHAIR	
<p>To confirm the appointment of Councillor Heley as Chair of the Committee.</p>	
<p>By reason of the special circumstances, and in accordance with section 100B(4)(b) of the 1972 Act, the Chair of the meeting has been consulted and is of the opinion that this item should be considered at the meeting as a matter of urgency for the following reason: the necessary arrangements need to be in place as soon as possible.</p>	
<p><i>Note: the item will be listed as 14(a) on the agenda with the previously listed 14(a), (b) and (c) becoming 14(b), (c) and (d)</i></p>	
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WRITTEN QUESTIONS

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public.

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

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

(vii) Temporary cycle lanes – Elena Kerrigan

My 5 year old and I now cycle 2 miles from Portslade to school near Hove Park along the temporary cycle lane on the Old Shoreham Road. The first regular exercise I've done in years. We're avoiding buses because of Covid and don't want to have to buy a second car (my keyworker husband commutes by car). Some councillors are calling for the lanes to be removed, and for other temporary lanes not to be implemented. If this happens, how will the council provide safe, socially distanced, environmentally responsible travel for us, and thousands of other families across our city?

(viii) London Road and Dyke Road cycle lane impact assessments – Katherine Sykes

'What impact assessments, and mitigation, are in place for the London Road and Dyke road cycle lane proposals. Assessments and mitigation that take into account impact on local communities, in this case specifically the Westdene community, including impact on whole of the The Deneway as an essential access road, the Westdene estates infrastructure, parking, congestion, air pollution, safety and equity of access?

(ix) Graffiti Reduction Strategy – Robert Rosenthal

In the event that the committee decide against requiring private homeowners or landlords to clean up graffiti on their own properties, how will the council facilitate its removal?

(x) Cycle Infrastructure – Sue Birch

As a mobility impaired disabled person who uses a bike as a mobility aid to get around and who does not own a car I rely on safe and properly integrated cycling infrastructure to get to work, to University and to get around the city to socialise. If the current temporary cycle lanes are removed and new ones under Tranche 2 not implemented, can the council guarantee that disabled and mobility impaired cycle users ability to get around safely will not be restricted?

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.

Deputations received:

(1) Deputation: Top Triangle Parking Survey

At the end of 2018 the council consulted residents in Zone S for feedback on the parking scheme. They asked whether residents wanted to:

1. Remain as part of a light-touch scheme (restricted only two hours a day, free at weekends)
2. Or, become part of a full touch scheme (to match Zone V)

Only 44.7% of households responded and just over half of these (51%) asked to make Zone S a full touch scheme.

At the beginning of March 2020, the council decided to impose a third option – to make some streets in Zone S, Arnold Street, Baxter Street, Carlyle Street, Cromwell Street and Lynton Street, part of Zone V. No one voted for this as it was not one of the options on the consultation.

For residents in the 'Top Triangle' streets that have now moved to Zone V, this has resulted in significantly fewer spaces available to park nearby at a higher cost per annum. Meanwhile there are many spaces on surrounding streets that remained in Zone S (Queens Park Road, Elm Grove, Whippingham Road, Bonchurch Road, etc.) which these residents are now unable to park in unrestricted.

Myself and a group of fellow Top Triangle residents, Anne Cleary & Mel Sanson of Lynton Street, Emma Barr of Arnold Street, Freya Wynn-Jones & Anthony Atkinson of Baxter Street and Maxine Brady of Cromwell Street felt strongly this change had resulted in a very negative outcome and decided to survey residents to gauge opinion on the change.

We began our survey in July 2020 and by the end of August 2020 had managed to collect 140 responses.

I was unable to attach a full report of the survey to this deputation, but in summary, 87.1% of respondents indicated that the change in parking zone had affected them negatively. While 86.4% of respondents support a switch back to Zone S.

68.6% of respondents indicated they took part in the original council consultation and of these, 97.2% were not aware that the council might split the area consulted and only transfer part of it to Zone V.

The full report contains many testimonies that illustrate the difficulties residents now face when trying to park, I can provide a copy if you would like to see it. I have included a selection of testimonies in the supplementary information.

We ask that Arnold Street, Baxter Street, Carlyle Street, Cromwell Street and Lynton Street, are reverted to the previous state of affairs as Zone S as soon as possible.

Supported by:

Alexander Haygarth (Spokesperson)

Lisa Haygarth

Mel Sanson

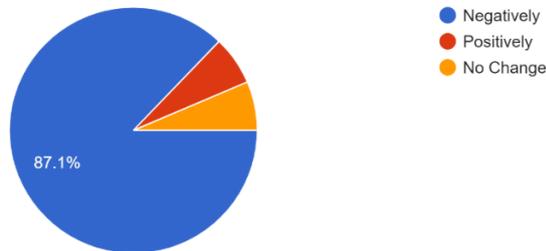
Freya Wynn-Jones

Anthony Atkinson

Emma Barr

Supplemental Information – Parking Survey Results Summary

Has the change from Controlled Parking Zone S to Zone V for the 'Top Triangle' of streets in Hanover - Cromwell Street, Baxter Street, Lynton S... affected you negatively, positively or no change?
140 responses



Below are some selected comments that expanded on this question:

“It is now very difficult to find a parking space on any of the top triangle streets. Previously, as part of zone S, we were able to park on Queens Park Road, Elm Grove or the streets to the east of Elm Grove that are near our house. Those streets are now inaccessible meaning if there are no spaces on the top triangle roads we are having to park a much larger distance away from our house. This can be very difficult especially as we have young children.”

“currently heavily pregnant with a toddler and if I can't find parking on my street, which is often, then I have to park at least 100 metres away on any of the neighbouring roads. The option of not being able to park on queens park or Elm Grove any more is very frustrating”

“The change has absolutely had a negative effect. It's been extremely difficult finding spaces on the street or nearby streets for the top triangle. No zone V along Queens Park Road either or nearby in Elm Grove therefore parking far down past the Pepper Pot or past The Flour Pot cafe means walking back uphill which is just unfair how this zone is made up. Plus the increase in price and becoming a hard touch zone just does not provide any benefit. Zone S at least gave the opportunity to park nearby if you could not get a space on your own street.”

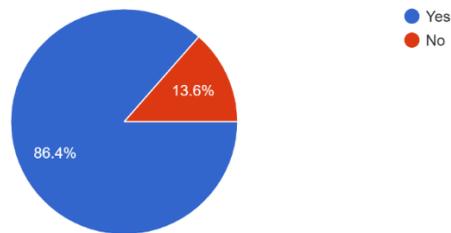
“I am a keyworker and often get home after 6pm to have to drive around for up to 45 minutes to try and find a parking spot. I'm disappointed that having paid a lot for a permit I can't park or have to park far away adding a significant amount of time and stress to already long and stressful days.”

“We can park on a weekend now but it's hard to tell how the effects have been as Covid has meant people using their cars less. The negative is that if the spaces are full you have to park further away than before. It should be the whole area as one zone being an island of V in a sea of S is not that helpful.”

“It was our understanding that the entire zone s would be changed to v when we accepted the proposal, however as it was just our area that was changed it has reduced the area available to park for us so we now have to park further from the house more frequently.”

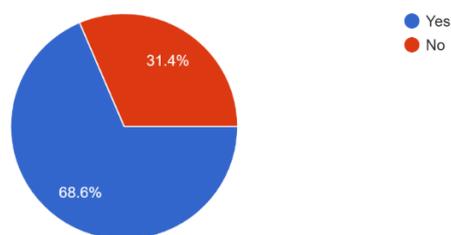
Do you support a switch back to Controlled Parking Zone S for Cromwell Street, Baxter Street, Lynton Street, Arnold Street and Carlyle Street?

140 responses



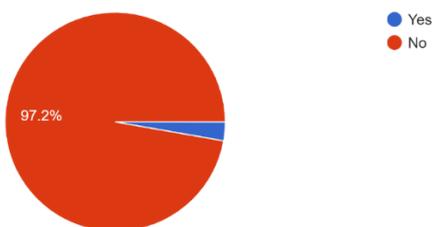
Did you respond to the council consultation on turning Zone S into Zone V?

140 responses



If Yes, were you aware that the council might split* the area consulted and decide only to transfer part of the area into Zone V? (*the council exclu... from Zone V when redrawing the Zone boundaries)

108 responses



Below are some selected comments that expanded on this question:

“As explained above, we weren’t clear that this was the plan and would not have voted for this option had we fully understood that.”

“Queens Park Road should have been included. I still cannot understand why not.”

“I have already spoken to my councillor about how disappointed I am with this change. I can’t imagine why anyone would want this situation.”

“I did mean to fill in the survey, and deeply regretted not. I would have voted to keep it as it was.”

(2) Deputation: Cycle Lane Projects - Current Consequences and Exhaust Emissions

The Hove Ambulance and Fire Service both start their emergency runs both to the East and West of Old Shoreham Road. The new cycle lane and poles stop motorists moving left, which has previously been the requirement and as these vehicles are too wide to proceed between the pavement and the poles, they are "trapped" in single lane traffic, as also are Police vehicles.

Brighton seafront - new disabled and parking bays have been placed in between two cycle lanes and the single traffic lane to the West, because of this, disabled passengers have to unload and cross two cycle lanes to the safety of the pavement. The disabled driver opens the car door to the single traffic lane and then also has to cross two cycle lanes. Disabled bays in the middle of the road are an accident waiting to happen.

The consequences of the above mentioned is a serious slowdown of traffic. The exhaust emissions being directly proportional to the amount of fuel consumed, in other words, the slower the vehicle travels the lower the gear engaged, hence, very high emissions and even worse in a start-stop situation which is now the case along the seafront road.

I have not joined the protestors, I have not written to the local press, or lambasted the Council on Facebook, nor indeed the petition against the Council relating to this matter, however, the magnitude of this project and signs displayed suggest all is a "temporary measure".

At great expense, a U turn has already been invoked between the aquarium and West Street and on health and safety grounds I respectfully ask for a complete review, with full transparency of your future intentions.

Supported by:

Peter Llewellyn (Spokesperson)

Mr M Simmons

Mr P Allen

Mrs J Borice

Mrs B Cherriman

J A Stevens

(3) Deputation: Funding for temporary cycle lanes

In the current climate of misinformation and fear mongering by much of the media and in local and national politics it is vital we stick to facts, not anecdote.

- We urgently need more safe, socially-distanced ways of travelling
- 66% of all adults and 71% of women believe it is too dangerous to cycle on our roadsⁱ
- In 2019, 154 cyclists were injured in Brighton & Hoveⁱⁱ
- There are twice as many cars on UK roads as there were in the 1990s.ⁱⁱⁱ
- For years, pollution has exceeded legal levels across our city^{iv}
- Road transport accounts for 22% of all greenhouse emissions, which have hardly fallen since the 1990s^v
- Inactivity-related diseases cost the NHS £1bn each year, with further indirect costs of £8.2bn.^{vi}
- We will miss the UK's carbon-reduction targets unless we reduce vehicle traffic by 20 – 60%^{vii}
- For the 40% of households^{viii} who don't have a car, and the many people in car-owning households who can't drive or have no access to a car, Covid-safe transport is hard to come by.

Our government recognises this and has instructed councils to take immediate action to ensure cycling becomes mass transit.^{ix} That's why half a million was awarded to our council transport team to provide cycle lanes so people can travel safely.^x Some people mistakenly believe that congestion and emissions are not due to excessive vehicle use, but cycle lanes, and as long as we keep the traffic flowing, everything will be fine. Some people have protested to remove cycle lanes, while ignoring the evidence-based research about how safe cycling routes can help reduce traffic and car dependency and improve health. We hope that officially-gathered traffic data from the council will show how these facilities are making a real difference to many people's lives.

No one has presented any counter-evidence, except self-conducted surveys which merely back up what we already know: our streets are choked with cars, which has a devastating impact on our economy and health service. This reinforces the need for more protected cycle routes so that more people can benefit and travel safely. 38% of people at risk of deprivation, 36% of women, and 31% of disabled people who do not cycle would like to start.^{xi} For this, and for the population in general, we need safer roads. A couple of cycle lanes are not enough. How can you get onto them if feeder roads are full of fast moving traffic and illegally-parked cars, such as Boundary Road or the A259 and A270 in Portslade? Many children now cycle to school, but how can they do so safely without protected space?

With Tranche 2 funding for new temporary cycle lanes, we have a unique chance to drastically improve things. Without it there is no way our council, already under huge financial pressure, will be able to magic up funding to do this at some undefined later date. Meanwhile, Covid is worsening and the community need is real and urgent. However, the Conservatives and Labour are calling for a pause to new temporary cycle lanes while they consult the public and review the existing ones. Consultation after consultation across the UK has concluded that protected safe space is essential for cycling. As all councillors know, consultation is taking place and is open until the end of October. Their call for these urgent measures to be delayed will cause catastrophic damage to our community and economy. If our council misses the £2.7

million of government funding for the next stage of measures the damage will last many years.

We call upon councillors to listen to evidence and fact and to commit to rolling out all the planned protected cycle lanes under Tranche 2 in a timescale that does not risk losing funding.

Supported by:

Cicely Lloyd (Spokesperson)

Boyd Darling

Anthony Rogers

Amelia Mills

Jeremy Mabbitt

Ali Ghanimi

Rachel Ayuba

Penelope Erskine

Victoria Mery Carreño

Emmanuel Ntawuyirusha

Michelle Clarke

Angela Devas

(4) Deputation: Stanmer Park/Brighton Dogwatch

Brighton Dogwatch is a local constituted group who primarily run a Facebook page helping reunite lost and stolen dogs in Brighton/Hove and around Sussex. We currently have over twelve thousand followers who help us.

Walking a dog is good for human health

There have been numerous studies which show how dog walking helps human physical and mental health. Dog walking amounts to around a million extra hours of exercise for people who have dogs in Brighton and Hove each year.

How much money does this physical activity get from the council? One of the top physical activity by time undertaken in the City. How many mentions does dog walking get in the council's 19 page "Sport and Physical Activity Strategy 2013-2018" (latest version in B&H). The answer is none. Nothing in the plan, nothing in the budgets

We feel that the council should support around a million incremental hours of exercise by local residents each year. The walking environment is key to achieving longer distances and Stanmer Park is a great place to enjoy and explore. These proposals effectively penalise people for exercising more. This is wrong and a tax on people who want to maintain their health.

In the city plan (2020-2023) the council states "We will focus on preventative services in delivering the high level goals of our health and wellbeing strategy: starting, living, ageing and dying well. This includes promoting healthy eating, physical activity, sexual health, reducing smoking and substance misuse and reducing social isolation".

However, the introduction of parking charges in a leisure park will place a charge on physical activity (and so reduce not increase it) and mean dog walkers will visit less, increasing social isolation. So the proposals as they stand do not fit with the city's plan

We think that park visits should be free (for up to 4 hours) so that people can be encouraged to exercise and take advantage of the fantastic environment of Stanmer Park. With 7 in 8 park visitors arriving by car (and probably a higher proportion of dog walkers), we think taxing car parking will discourage people and will ration the park to those most able to pay.

The proposed car parking charges will cost daily dog walkers over £500 a year – this is a huge cost and will discourage visiting or tax their efforts to keep healthy.

Ideally, we would like to see short term parking remain free to encourage dog walking and exercise around the park grounds. We do understand the wish to show on-going revenues for the park so if car park charging is to be introduced, we believe that there is a more positive way to achieve this:

A "Park Supporter" membership could be introduced (along with the proposed ad hoc parking charges for infrequent users).

This membership could provide free parking (up to 4 hours is suggested to prevent abuse by university staff and students seeking cheaper alternative parking)

Take the best from the Forestry Commission's "Discovery Pass" scheme (£32 per year) and other similar supporter membership groups such as the National Trust.

We feel that this "Park Supporter" (or another more creative name!) is a way to achieve on-going revenues in a positive way. It would allow locals to regularly enjoy the park, feel more of a part of the project, as well as support its upkeep for a membership fee (eg. £30-£40 per year)

Supported by:

Nick Malyon (Spokesperson)

Felicity McInnes

Scott Anthony Dann

Kate Toomer
Jenniffer Bilz
Adelle Scott

(5) Deputation: Aldrington Rec (Wish Park) Football Club Storage Space

As Chairman of Poets' Corner Football Club, Hove, I wish to put forward a case at the Brighton & Hove City Council meeting on September 29th for the Club to be granted a small amount of storage space at Aldrington Rec (Wish Park), for matchday and training activities. The outlined points I will present are:

- Exponential growth of our FA-registered club since its formation in 2016, that now encompasses 85 players, six separate sides across five age groups (from under-6s up to under-12s, including a girls' team) and 15 volunteer coaches.
- Despite the value we provide to local youngsters and our use of Wish Park four days a week, we have never had any storage space for equipment at our home ground. This includes foldaway goals (two sizes), pop-up goals, poles, cones, discs and footballs.
- At present, equipment has to be moved to and from Wish Park and stored at parents' houses. As well as being cumbersome and heavy, this causes real issues in terms of access.
- Parents already undertake extensive volunteer duties, including putting up goals, linesman and referee duties, fundraising etc; we believe for a respected, established football club, we should be at the point of having our own store for equipment.
- Wish Park's other established club, West Hove Dynamos, were granted permission to install a large storage container in the north-west corner, which stores their matchday equipment and materials for their weekly profit-making drop-in sessions. Despite being a purely non-profit club with greater player numbers than Dynamos, we have no facility.
- Storage space exists in the café/toilet/changing room block while, as I understand it, there is also an isolated, external cupboard in the Pavilion that could be made available.
- As a club, our continued rapid expansion and popularity in the community is now reliant on being granted what would only be a small amount of storage at our home ground.

Supported by:

James Evans (Spokesperson)
Dr Rob Galloway
Trevor James Wilson
Anthony Klein
Kevin Thornton
Steve Seary
Andy Moore
Piers Mandeville
Lucy Lemee
Frank Ljubic
David Bryant
Jodi Walton
Ina Reese

(6) Deputation: Old Shoreham Road temporary cycle lane usage

The cycle lane on the A270 Old Shoreham Road was introduced in May with neither notice nor consultation over the VE Bank Holiday Friday weekend. An entire lane of the road has been removed in each direction, leaving only one lane of traffic on this de facto ring road. This is causing considerable disruption, despite traffic levels still being significantly lower than pre-Covid levels.

No monitoring of cycle lanes was carried out beforehand, and although this was meant to start several months ago, no figures have yet been released of cycle journeys on the new lanes. Even the most optimistic figures from cycling groups only suggest a level of just below 2% of total traffic. In the absence of accurate breakdown of the figures, we have produced our own.

The 33 cyclists per hour using the OSR cycle lane means that just FOUR cyclists are cycling in each direction every quarter of an hour, an average of just ONE every 4 minutes!

This is clearly an unsuitable route for a cycle lane; it is hilly and cyclists prefer the flatter Portland Road/Church Road/Western Road route or the seafront. Cyclists stopping at traffic lights at the bottom of hills fail to start their journeys again and have to dismount and walk.

The last time a cycle lane was considered along this route in 2009, there was a full consultation involving 1,700 households and all local businesses and schools, and it was rejected due to safety concerns, which have not been addressed. The Council's much-touted figure of a 61% increase since 2016 sounds impressive - until we note that this represents an increase from approximately 3 bikes every 15 mins to 4 bikes every 15 minutes!

'Phase 1', near BHASVIC/Upper Drive, continues to be severely under-utilised to this day. According to official Council figures, its total usage has not increased over the past 5 years. Also, it has not delivered on one of its key success criteria, which was to encourage more secondary-age schoolchildren to cycle to school. To date, Council figures tell us that (pre-pandemic), only 4% of all students at secondary schools across the City cycle to school.

Emergency vehicles are experiencing delays and have to divert through neighbouring residential roads, especially Olive Road/Hallyburton Road to escape standing traffic, as are commercial vehicles such as delivery drivers, taxis and other local tradesmen.

Additionally, any consultations now being planned are carried out online. According to official ONS figures, nearly 4,000 55-64s and nearly 10,000 over 65s in Brighton never use the internet. When contacting Brighton Council a Councillor was recently advised to request printed questionnaires on an individual basis for any in his ward who had 'special needs' that meant that they were not online. But these numbers – 13,000 - are a significant proportion of the electorate, and cannot continue to be ignored! This is clearly an Equalities issue, going against the Council's own Equalities policies. A quarter of Over-65s are effectively being disenfranchised!

To summarise, the little-used OSR cycle lane has taken 50% of vehicle capacity for only 2% of traffic that is cycles. It is dangerous, ill thought out and in the wrong place – and is as under-utilised as the established one at the 'BHASVIC' end of the road.

Supported by:

Suzie Silver (Spokesperson)

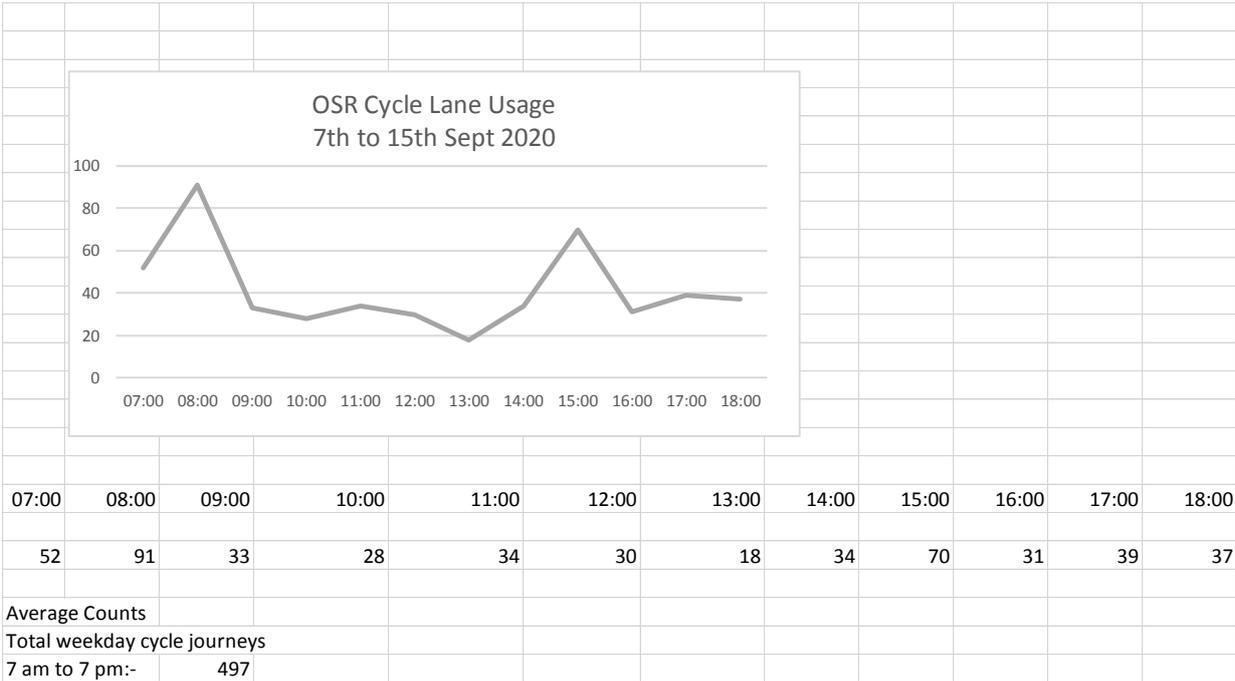
Alison McMillan-Puri

Vivian Knight

Louise O'Hare

Julie O'Neil

Supporting Information



Brighton & Hove City Residents <i>(source: Brighton & Hove City Council)</i>	
Over 65s	38,330

Over 65s with no internet access <i>(source: Office of National Statistics)</i>	
Over 65s	24%

Brighton & Hove City Residents <i>with no internet access</i>	
Over 65s	9,199

(7) Deputation: Blue Badge parking/Disability Access

On 12th August 2020, BADGE Action Group wrote to ET&S & TECC Committee Chairs, setting out 5 red flag issues for Blue Badge parking/Disability Access. Badge & Possability People subsequently joined the informal weekly Advisory Group, set up in May - our *first* involvement in the Covid Transport Action Plan. The 3 resident Stakeholders (Community Works, Friends of the Earth, & Pedal People) represent the eco/cycling perspective. There are no Terms of Reference or Minutes. The Officer Report 5.1/5.2 states that the LCWIP involved workshops with accessibility groups representing equality/disability. Possability People were the only disability group involved in an online presentation (4/6/20) and their Position Statement refutes that this was meaningful Consultation (Appendix 1). The Council did not consult on the Disability element of the Equality Impact Assessment. The Sept 2020 Update to the Equality Impact & Outcome Assessment now states the Council will *“Ensure essential access for disabled people is maintained Overall the number of disabled parking bays has not reduced Where concerns about disabled access have been raised, traffic regulation orders have been amended and alternative accessible solutions have been sought.”*

6 weeks on from sounding the Equalities Alarm, little, if anything, is resolved:

TRO 14: Badge holders reported (into the Survey) that A259 Seafront disabled bays are inadequate/inaccessible/unsafe. Rear ramps can't drop, the 'safety buffer' is narrower than a child's wheelchair. Requests for a specific RA have been detoured via a 2nd generic Road Safety Audit. Our offer of (non)user feedback was not taken up. The “no loss of disabled bays” rhetoric masks that there's only 7 bays along the whole seafront (plus the added loss of 88 P&D spaces backup).

TRO17/17a: wiped out 17(est.) Pier end Madeira Drive bays, stranding people far away @Dukes Mound. TRO 17a made the indignity of people asking a Gatekeeper to be allowed to use the #ChangingPlaces toilet official.

TRO 11: 4 of the 8 listed Bartholomew Square disabled bays are missing, and a 3hr time limit reduces access to work & leisure. Social media pressure ensured the Duke Street replacement bays were finally painted in, meanwhile café customers brunchted on the still half visible “disabled” marking of the removed ones.

TRO 16: *“reduce and relocate disabled bays (in Zone C, Zone Y)”* took away 2 of the (only) 4 London Road bays (plus P&D backup), so this 'on a budget' shopping area has become a 'no access' zone; St James Street has lost meterage and gained a 3 hr time limit.

TRO 12: was amended after 5 weeks to permit access to existing Gardner Street bays. The 'creeping' cafe furniture now makes the Laines unwelcoming for those with vision &/or mobility impairments.

TRO 15: introduced a 2pm curfew for New Road badge bays, as well as the 3 hour time limit, despite the Road being open to traffic until 5pm. No alternative provision/regard has been made for disabled people to equally “Eat Out” there.

We ask if The Council have fallen short of their Public Sector Equalities Duties, Tranche 1&2 Equalities requirements, Key Principle A of the City's Urgent Response Transport Action Plan and Policy Framework, and the City's own Vision & Values? We ask that the council makes urgent reparation to all parking issues, access and curfews, without further diversion, and commits to including future improvements to enhance disabled citizens' outcomes within Tranche 1 & 2 schemes.

Supported by:

Pippa Hodge (Spokesperson)

Roy Pennington

Becky Jenner

Paul and Mari Still

Maxine Pallister

Glynis Freeman

Rob Arbery

Geraldine Des Moulins

Statement re cycle lanes and disabled people's parking in Brighton and Hove

Possability People's Chief Executive Officer, Geraldine Des Moulins states:

It is extremely disingenuous, in fact it's not true, to say Possability People were consulted about the new cycle paths and parking measures currently subject of much discussion. Information and consultation are two very different things.

We were informed by a round robin email, sent on 14 July to our general email address, of **decisions already made** (on 14 May 2020) by Brighton and Hove City Council on the Covid-19 – Urgent Response Transport Action Plan. All the to-ing and fro-ing since then does change the fact that we were not consulted.

We were not asked, and have had **no involvement** in an Equalities Impact Assessment of the proposals, which would have provided us – and any other stakeholders – with time to think about any impacts on disabled people. This would have been helpful consultation.

On what is a separate discussion, on 4 June, we attended a zoom workshop which gave background on Local Cycling and Walking Infrastructure Plans (LCWIPs), detailing principles of network development and type of permanent infrastructure could be looking at, temporary measures, and participant input and thoughts.

Whilst new cycling guidance from Department for Transport on Inclusive cycling and Accessible for all was mentioned, the workshop **did not look at the impact and loss of parking spaces resulting from the temporary cycle paths now causing such controversy.**

I want to be clear that we have every sympathy for the need to encourage appropriate transport use, including walking and cycling, for the wellbeing of our city as a whole. Disabled people are not anti-cycling and as concerned about the detrimental effects caused by too many vehicles as the next person.

At the same time, we need to be aware of each other's needs and ask that other people consider the importance for disabled people to be able to get around the city, be that by private car, taxi or bus. If you are a wheelchair user living in Rottingdean and working near Kingsway, or want to bring the kids to the pier for a couple of hours, your transport options are pretty limited. And that means safe, accessible parking is vital.

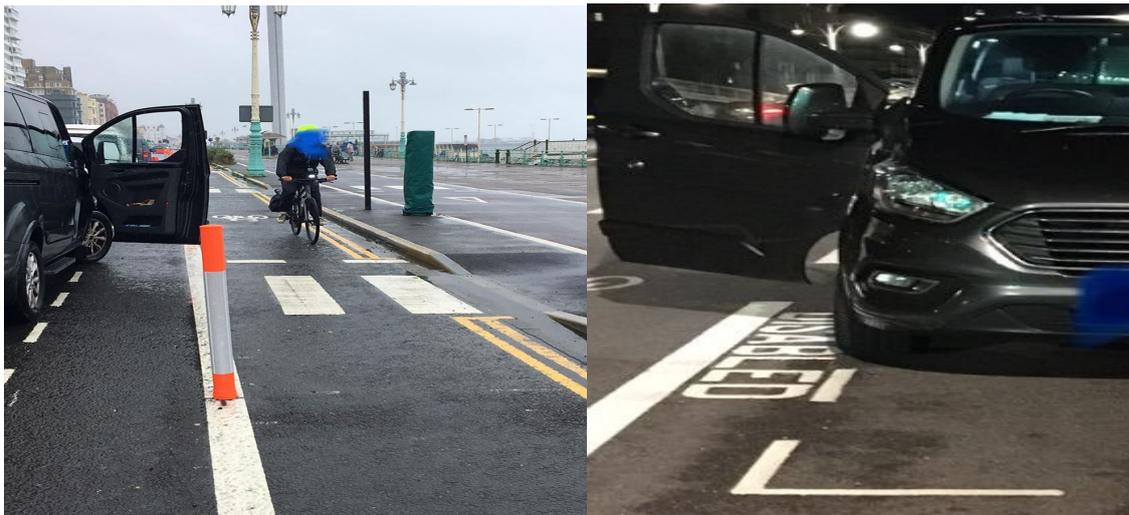
Possability People is committed to finding a pragmatic solution to this current



New Road



A259



Madeira Drive



Subject:	Items referred from 19 December Full Council meeting		
Date of Meeting:	29 September 2020		
Report of:	Executive Lead Officer for Strategy, Governance & Law		
Contact Officer:	Name:	Mark Wall	Tel: 01273 291006
	E-mail:	mark.wall@brighton-hove.gov.uk	
Wards Affected:	Various		

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

- 1.1 To receive the following deputation referred from the full Council meeting held on the 19 December 2019.

2. RECOMMENDATIONS:

- 2.1 That the Committee responds to the deputation either by noting it or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options and writes to the deputation spokesperson setting out the committee's decision(s).

3. CONTEXT / BACKGROUND INFORMATION

- 3.1 To receive the following deputation along with the extract from the minutes of the full council meeting and supporting information which is detailed in appendix 1:

(4) Deputation concerning Tackling air pollution and congestion on the A259 from Brighton Old Steine to Eastbourne

Spokesperson Nigel Smith

Supported by: Rob Shepherd, Lynne Moss, Damon Crane, Sean Flanagan
Ward affected: Rottingdean Coastal

I have lived in Rottingdean for many years and am very familiar with bus and car travel along the A259 to the City. I am part of the A259 action group which is endorsed by Lewes District Council and East Sussex County Council. Together we are looking at ways to ease air and traffic pollution on the A259 between Brighton and Eastbourne - and address the growing delays to our vital bus services.

This stretch of road was recently named as a Major Road Network (MRN) by the Government. As such, the A259 is now eligible for funding from central Government to improve how it transports people and provides access to the Strategic Road Network and Rail Network.

Lewes District Council is funding a £50,000 survey of this stretch of road. This detailed piece of work will form the evidence basis of future funding bids.

I am here today because we have two main problems:

1. The surveyors need detailed and well-modelled information about the Valley Gardens scheme.
2. If the Valley Gardens phase 3 scheme ends up adding to local congestion, then this may undermine any bids for funds to improve our transport corridor.

I appreciate that Valley Gardens phase 3 is an issue that some of you are weary of - and that you want to just get on with it. However, put simply, the A259 Action Group is worried that our bids for funding will be jeopardised if the relevant bodies have the slightest concern about the calculations on which the VG3 plans are based.

Our consultants have already identified a number of errors in the business model for Valley Gardens phase 3. The queries they have are complicated and difficult for the non-expert to grasp. Four examples:

- The congestion "disbenefit" has been miscalculated. It should actually be £22m, possibly £26m, rather than £17million.
- The delay time given during the evening is too low, most likely as road widths were not factored into the traffic models and bus traffic has not been adequately assessed.
- VG3 does not tackle estimated "do nothing" congestion costs of c.£200m plus its associated carbon and Air Pollution.
- The benefits of VG Option 1 are difficult to reconcile with the data, raising suspicion that another accounting error of up to £4m is involved.

I hope you agree that we need to tackle congestion, delays, pollution and the high carbon footprint along the A259 corridor as well as in central Brighton.

To ensure that future funding of the A259 is not jeopardised, I am here to request that an independent audit of the source data and analysis that the Valley Gardens project is based on is undertaken, followed by open publication of their conclusions.

Ideally the Department for Transport should be asked to perform this audit.

BRIGHTON & HOVE CITY COUNCIL**COUNCIL****4.30pm 19 DECEMBER 2019****COUNCIL CHAMBER, HOVE TOWN HALL****MINUTES**

Present: Councillors Phillips (Chair), Robins (Deputy Chair), Allcock, Atkinson, Barnett, Bell, Brown, Childs, Clare, Davis, Deane, Druitt, Ebel, Evans, Fishleigh, Fowler, Gibson, Grimshaw, Hamilton, Heley, Hill, Hills, Hugh-Jones, Janio, Knight, Lewry, Littman, Lloyd, Mac Cafferty, Mears, McNair, Miller, Moonan, Nemeth, Nield, O'Quinn, Osborne, Pissaridou, Platts, Powell, Rainey, Shanks, Simson, C Theobald, Wares, West, Wilkinson, Williams and Yates

52 DEPUTATIONS FROM MEMBERS OF THE PUBLIC**(1) TACKLING AIR POLLUTION AND CONGESTION ON THE A259 FROM BRIGHTON OLD STEINE TO EASTBOURNE**

- 52.1 The Mayor reported that one deputation had been received from members of the public and invited Mr. Nigel Smith as the spokesperson for the deputation to come forward and address the council.
- 52.2 Mr. Smith thanked the Mayor and stated that: I have lived in Rottingdean for many years and am very familiar with bus and car travel along the A259 to the City. I am part of the A259 action group which is endorsed by Lewes District Council and East Sussex County Council. Together we are looking at ways to ease air and traffic pollution on the A259 between Brighton and Eastbourne - and address the growing delays to our vital bus services.

This stretch of road was recently named as a Major Road Network (MRN) by the Government. As such, the A259 is now eligible for funding from central Government to improve how it transports people and provides access to the Strategic Road Network and Rail Network.

Lewes District Council is funding a £50,000 survey of this stretch of road. This detailed piece of work will form the evidence basis of future funding bids. I am here today because we have two main problems:

1. The surveyors need detailed and well-modelled information about the Valley Gardens scheme.
2. If the Valley Gardens phase 3 scheme ends up adding to local congestion, then this may undermine any bids for funds to improve our transport corridor.

I appreciate that Valley Gardens phase 3 is an issue that some of you are weary of - and that you want to just get on with it. However, put simply, the A259 Action Group

is worried that our bids for funding will be jeopardised if the relevant bodies have the slightest concern about the calculations on which the VG3 plans are based.

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- The congestion “disbenefit” has been miscalculated. It should actually be £22m, possibly £26m, rather than £17million.
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To ensure that future funding of the A259 is not jeopardised, I am here to request that an independent audit of the source data and analysis that the Valley Gardens project is based on is undertaken, followed by open publication of their conclusions.

Ideally the Department for Transport should be asked to perform this audit.

- 52.3 Councillor Pissaridou replied, Thank you for your presenting your deputation on behalf of the A259 Action Group about the A259 and the Valley Gardens Phase 3 project, Nigel. As a stakeholder group, I am sure that the County and District Councils will have due regard to your comments and views about their projects and studies, such as the A259, alongside those of others. I have also noted your comments about the A259, as we also strongly lobbied with both East and West Sussex County Councils to ensure that the A259 was recognised and included in the Government’s Major Road Network.

We are aware of the A259 study that the county has chosen to put forward for funding as part of the Major Road Network programme. The city council’s priority for money from that same fund is focussed on the essential reconstruction of the A259 Seafront Highway Structures (or Arches) that hold up the A259 in the central area of the city. It really is important that we take every opportunity to secure as much external funding as we possibly can to invest in our transport infrastructure.

Councillor Fishleigh recently asked a question about the A259 study at a council meeting in October, which I replied to. As I said then, once this council has a clearer understanding of the detail and extent of that study, we will be able to fully consider what information may be available that could help to inform it. We have not been approached for any information yet, and therefore your reference to the need for certain information about Valley Gardens appears somewhat premature.

I therefore can’t accept your suggestion that the Valley Gardens scheme will undermine a funding bid to the Government for a large section of the A259 in East Sussex, because the study criteria and methodology have not yet been fully defined yet; there has been no consultation; and a scheme design has not been developed.

However, should the Government ever require any further scrutiny or audit of the information that it requires to be submitted as part of its future funding processes, such as a complex computer-based transport model, then we would respond positively to such a request.

I am aware that the technical points that you have mentioned about the Valley Gardens project are the same as those within the ongoing correspondence that you are having with council officers, as I have also been in receipt of those e:mails. However, as you know (but I will repeat for the benefit of the councillors and members of the public here) the Business Case has been considered on several occasions by the Local Enterprise Partnership. This process has included an independent review, carried out at the request of the Local Enterprise Partnership, which has confirmed that it is robust, and this has therefore enabled the £6 million pounds worth of Local Growth Fund money to be allocated to the council.

We have carefully considered the design of the busy and dangerous Palace Pier junction on the A259 to ensure that it is more people-friendly, and not dominated by vehicles. This will help contribute to the council's ambitious target of achieving carbon-neutrality by 2030, by making it safer, more attractive and easier for people to walk and cycle. The new traffic signals will use the latest technology and enable us to manage movements and minimise congestion at peak times in the mornings and evenings, and at busy weekends or event days. Where air quality levels are poor, we will also ensure that legal levels **are not exceeded**.

I remain confident that we have done everything that is required of us to progress the final phase of the Valley Gardens project. Having secured the funding for it, I am looking forward to the next stage of the design process so that we can complete it project and start to see the regeneration and transport benefits that it will bring to the city centre and adjacent areas for years to come.

52.4 The Mayor thanked Mr. Smith for attending the meeting and speaking on behalf of the deputation. She explained that the points had been noted and the deputation would be referred to the Environment, Transport & Sustainability Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.

52.5 The Mayor noted that concluded the item.

Supporting information for Item

A259 Traffic from the Pier to the strategic transport hubs Brighton Station and the A23/A27

The VG3 Business Case summary (see *below*) sets out the current traffic congestion in the VG area (based on analysis from 2015 measurements on a number of key routes).

The key thing is *people* now experience 4-minute morning delays plus 7-minute evening delays (*Line 37 below*) and VG3 will increase these delays by almost 10% (*Line 43 below*). From the perspective of A259 people journeys, including ones to and from the strategic transport hubs, VG3 brings further unquantified delays at Dukes Mound and at the Pier. Whether the current bid for funding up to £50m to improve the A259's bus and other journey times will be successful, is questionable given that people experience such long delays, delays that VG3 will further undermine. Any uncertainty about the quality of the traffic models will add to this concern

The VG3 traffic modelling is certainly not robust, particularly the treatment of bus journey times is dubious, as buses waiting for other buses to vacate bus stops appears not to have been considered, (which is significant problem at peak times) or the lane widths in key places, which affects capacities.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		
30	Assessment Year																
31	2051																
32								AM		PM Interpeak			Nights Saturday		Sunday		
32	DM Demand in Period							23,591		22,659							
33	DM Total flow in Period							22,240		20,416							
34	DM Latent Demand							0		470							
35	DM Delay per vehicle (processed Vehicle) - secon							247.6		348.3							
36	DM Queue Delay per vehicle (unprocessed vehi							273.4		392.9							
37	DM Total Delay per vehicle - seconds							247.6		349.3							
38	OPT1 Demand in Period							23,558		22,663							
39	OPT1 Total Flow in Period							22,162		20,125							
40	OPT1 Latent Demand							0		530							
41	OPT1 Delay per vehicle (processed Vehicle) - sec							247.3		404.0							
42	OPT1 Queue Delay per vehicle (unprocessed veh							273.9		454.4							
43	OPT1 Total Delay per vehicle - seconds							247.3		405.1							
44	Time saved / vehicle seconds							0.4		-55.9			0				
45	Hour per day in which savings occur							1		1							
46	Assessed days per Annum							260		260		260		364		52	52
47																	
48	Average flow							23,575		22,661			0		0	0	0
50	Average flow per day which receive benefits							33,025		vehicles							
51	Average journey time benefits per day - minutes							-0.45		minutes							
52	Total time saved in year 2051							-90,769		hours							
53	Unit time in opening year 2021 (in 2010 prices)							1,372		pence							
54	Total journey time saving in opening year							-1,245,542		£ per year							
55																	
56																	
57	Assessment year							20		years							
58																	
59	Journey time benefits over assessment period							-£25,611,154		£ in 2010 market prices							
60	Journey time benefits over assessment period							-£17,041,524		£ in 2010 market prices							
61	discounted to 2010																
62																	
63	DM Construction Cost							£0									
64	OPT1 Construction Cost							£7,840,000		2018 Q2							
65	Net Construction Cost							£7,840,000									
66	PRI Factor to 2010							0.786614011									
67	Net Construction Cost							£6,167,053.85		2010 Prices			NOTE deducts £130k for events income				
68																	
69	Market Price Factor							1.209									
70																	
71	Net Market Cost							£7,455,968		2010 value at Market Prices							
72																	
73																	
74	Discounted Benefit							-£17,041,524		£ in 2010 market prices discounted to 2010							
75	Discounted Cost							£6,724,856		£ in 2010 market prices discounted to 2010							

The VG3 Business Case puts the cost of the extra congestion it causes at £17m (*Line 61 above*) on which basis the existing 11-minute delays are costing us over £170m (the delays are 10 times longer).

The A259 funding bid will be concerned at these economic costs being so high (its case will be built around reducing the economic costs of people's delays and improving public transport ...) and its evidence base will have to show existing bottlenecks like VG have been tackled as much as possible, so increasing the delays will need justification and the estimates will have to be robust.

In everyday terms – the DfT will see no point in improving people's journey times along the A259 if they simply run into a bottleneck around Valley Gardens, a bottleneck which is already serious but will get substantially worse, and worse by an estimated amount they cannot trust.

The DfT is also likely to be concerned that the Carbon Footprint is being increased at a time when B&H is failing to meet its Transport Carbon Emissions Target and the NO2 emissions on the South of East side of the AQMA are being increased when B&H is not confident of meeting these targets.

It is therefore very important that

- The traffic modelling is opened to **independent** inspection before it is made available to the A259 study group.
- The traffic model is revisited to look for opportunities to **reduce congestion** and its impact on Public Transport and Carbon emissions and on journeys from the A259 to strategic hubs.
- A more robust model and traffic data is available for when the A259 study group needs it, including the new junctions on the A259 (Dukes Mound and the Pier)

Independent Inspection is vital. Like VG3 Business Case, the traffic modelling is very questionable, so having the same consultants revisit it and make the same assumption, will not improve its quality to degree needed, nor will it identify any big opportunities for improvement that were overlooked.

Note:

B&HCC and ESCC will find it hard enough explain to the DfT why at a time when A259 traffic volumes are decreasing, the A259 delays *including bus journey delays* are increasing. It will be very hard to win a bid for improvement if we add to the impression our house is not in order.

